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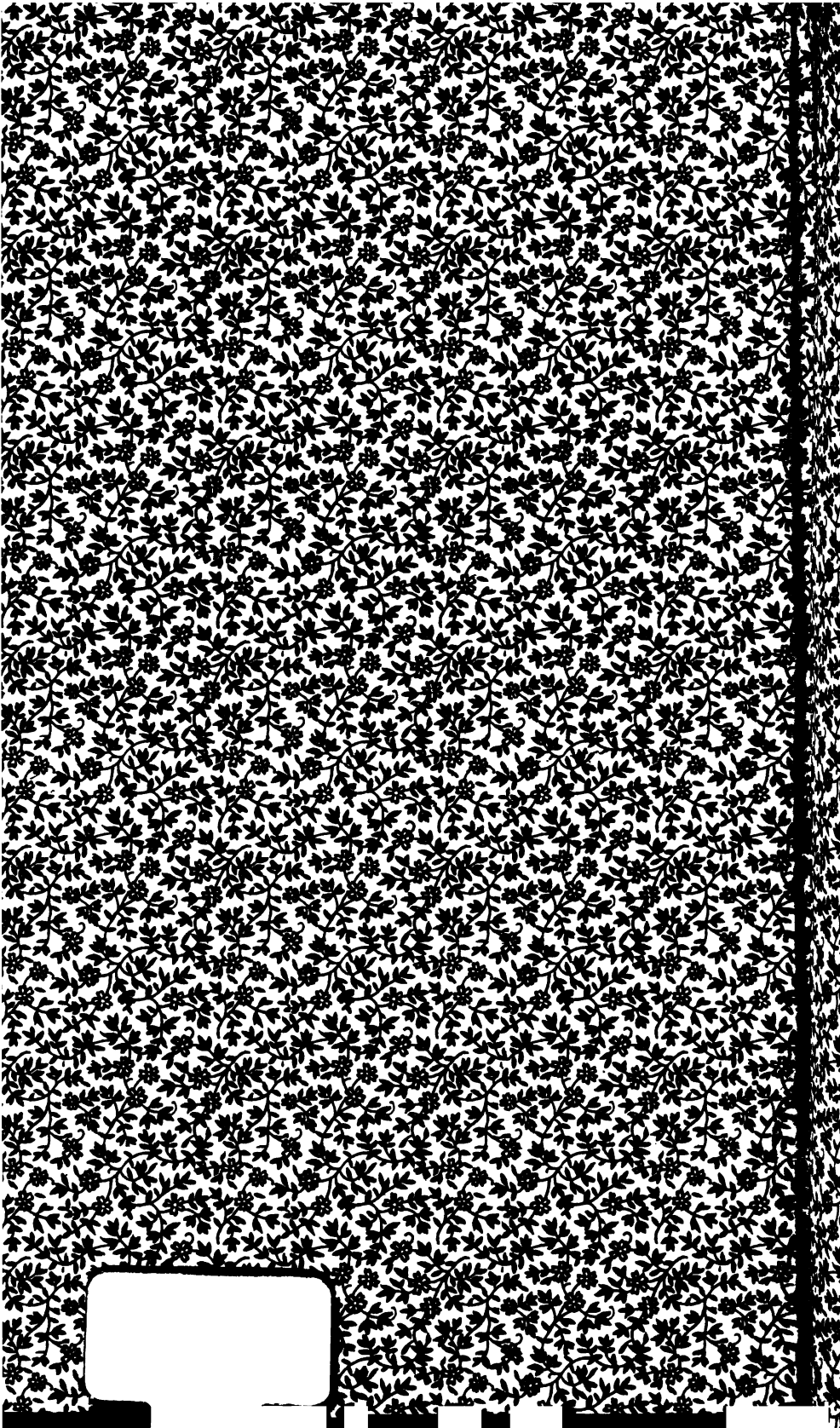
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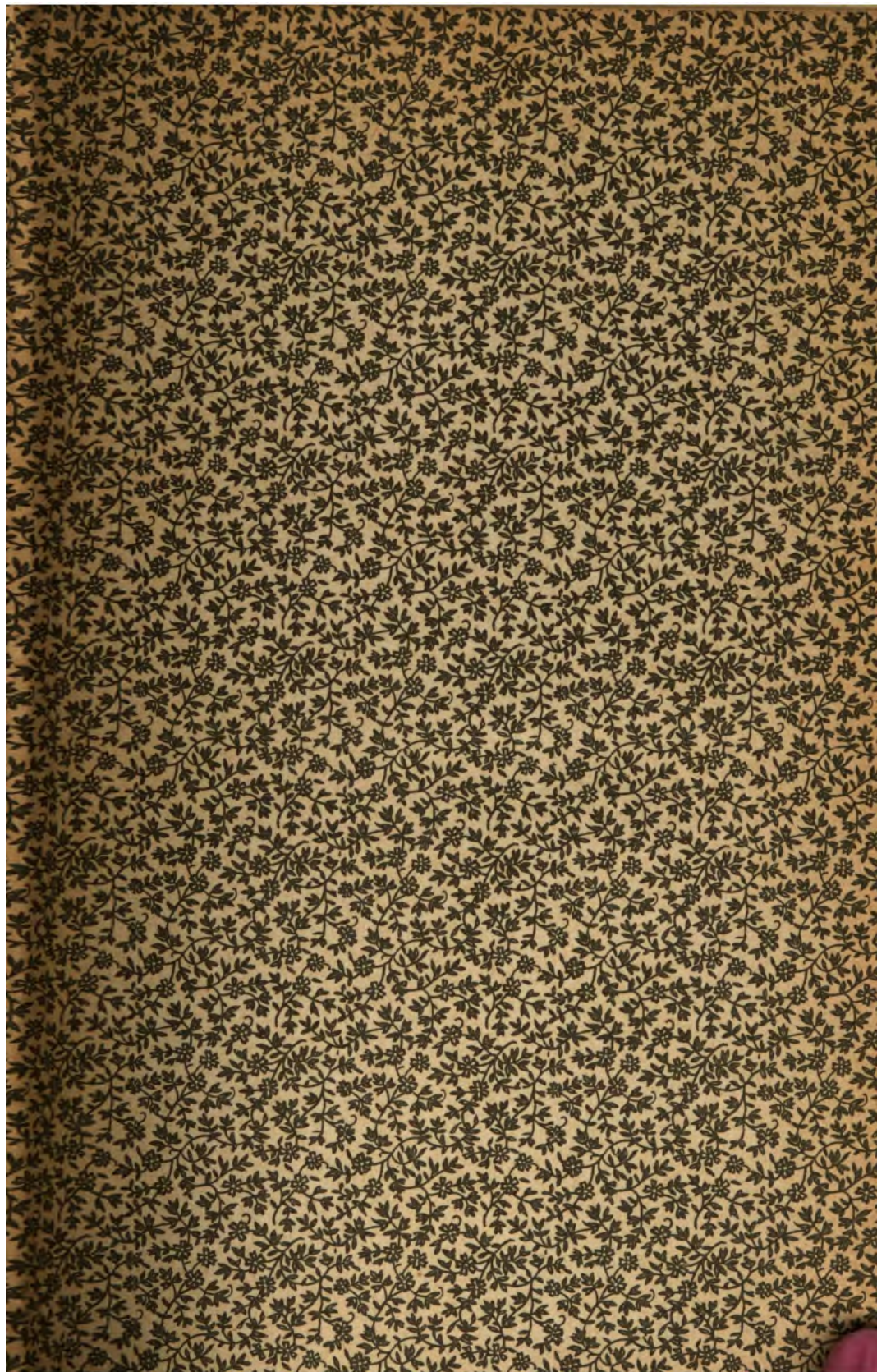
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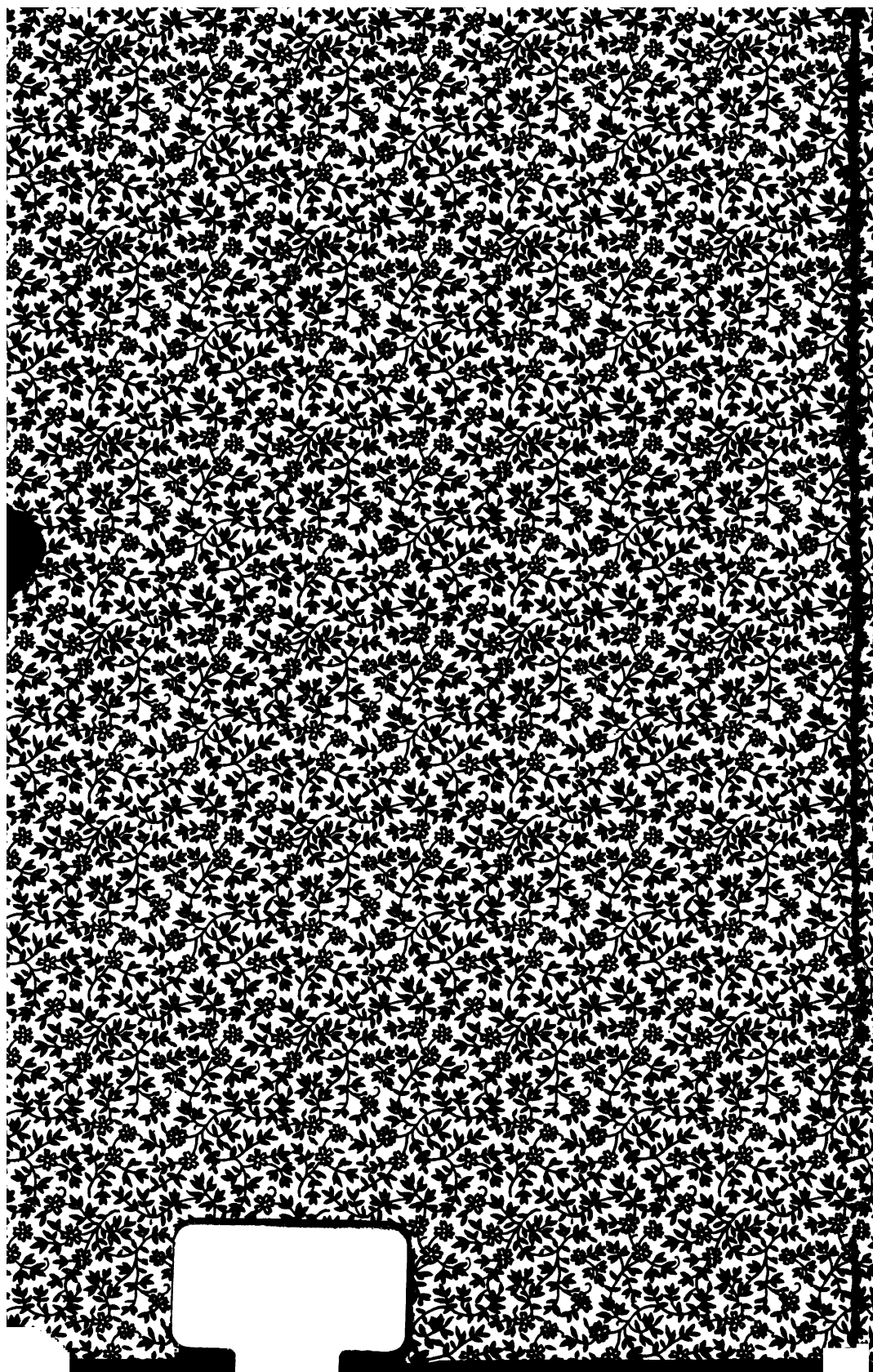
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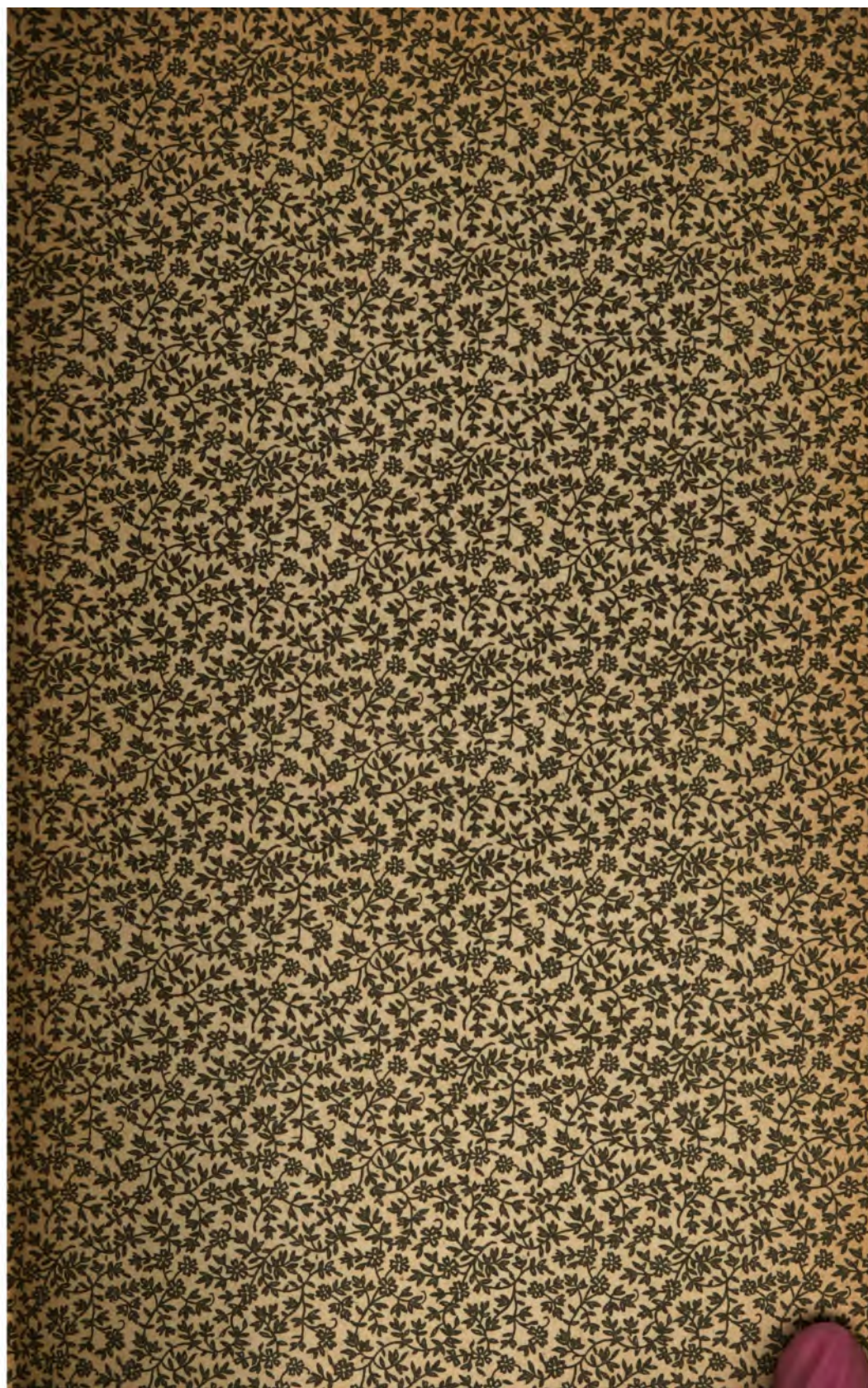
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**ANNUAL STATEMENTS**  
**OF THE**  
**RAILROAD AND CANAL COMPANIES**

**OF THE**  
**STATE OF NEW JERSEY,** *Compensation of  
the Officers and Directors*

**TOGETHER WITH**

**Report of the State Director of the United New Jersey Railroad  
and Canal Company,**

**FOR THE YEAR 1893.**

**TRENTON, N. J.:**  
**MACCRELLISH & QUIGLEY, BOOK AND JOB PRINTERS.**  
**1894.**

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STATE OF NEW JERSEY,  
OFFICE OF COMPTROLLER OF THE TREASURY, }  
TRENTON, April 25th, 1894.

*To the Senate and General Assembly:*

In compliance with the provisions of an act entitled "An act respecting annual reports to the Legislature of railroad and canal companies," approved February 24th, 1852, and a supplement thereto, approved April 3d, 1873, I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1893, and the reports of all railroads and canal companies for said year.

For convenient reference a tabular statement has been prepared and appended to the reports, giving in condensed form the information found in the individual statements.

Very respectfully,

WM. S. HANCOCK,  
Comptroller.



## State Director's Report.

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*To the Governor of the State of New Jersey :*

SIR—In accordance with the provisions of the law, I have the honor to transmit herewith my annual report as State Director of "The United New Jersey Railroad and Canal Company" for the year 1893.

As in previous years, this report will be found to contain an account of the receipts and disbursements of the different divisions and branches leased by the Pennsylvania Railroad.

For an account of the moneys received by the State, I respectfully refer you to the report of the State Treasurer, where the same will be found properly itemized.

The property of this Company is well cared for, it being in a superb condition.

The management deserves to be complimented.

Very respectfully,

E. F. C. YOUNG,

*State Director.*



## Statements.

*Statement Showing the Result of the Operations of the United New Jersey Railroad and Canal Company's Property, and of other Properties Operated in Connection Therewith, by the Pennsylvania Railroad Company, for the Year Ending December 31st, 1893.*

### GROSS EARNINGS FROM OPERATION.

From Freight Traffic.....	\$9,924,994	59
Passenger Traffic.....	7,540,936	71
Express Traffic.....	486,941	83
Transportation of Mails.....	363,924	11
Miscellaneous Sources.....	171,820	32
Delaware and Raritan Canal.....	317,141	28
Total.....	\$18,805,758	84

### OPERATING EXPENSES.

For Conducting Transportation.....	\$7,893,148	10
Motive Power.....	3,694,819	07
Maintenance of Cars.....	999,126	08
Maintenance of Way.....	1,740,805	57
General Expenses.....	159,781	55
Delaware and Raritan Canal.....	331,470	89
Total.....	14,819,151	26
Net Earnings from Operation.....	\$3,986,607	58

To which add—

Dividend on Belvidere Delaware Railroad Com- pany Stock.....	\$60,504	00
West Jersey Railroad Company Stock	50,666	00
Associates of the Jersey Company Stock .....	50,000	00
Camden and Philadelphia Steamboat Ferry Company Stock.....	17,530	00
Camden and Philadelphia Steamboat Ferry Company Stock.....	58,433	33
Camden and Burlington County Rail- road Company Stock.....	11,418	00

(7)

## RAILROAD AND CANAL REPORTS.

Dividend on Freehold and Jamesburg Agricultural Railroad Company Stock.....	\$9,594 00	
Trenton Delaware Bridge Company Stock .....	5,934 00	
Paterson and Ramapo Railroad Company Stock.....	600 00	
Mt. Holly and Moorestown Turnpike Company Stock.....	207 00	
Perth Amboy and Woodbridge Railroad Company Stock.....	3,000 00	
Interest on Freehold and Jamesburg Agricultural Railroad Company Bonds.....	5,138 00	
Rents.....	324,954 16	
		<u>\$597,976 49</u>

Total Net Income..... \$4,584,584 07

Comptroller's Office,  
Pennsylvania R. R. Co.,  
Philadelphia, Pa., January 30th, 1894.

R. W. DUNNING,  
Comptroller.

Total Net Income..... \$4,584,584 07

From which deduct Rentals paid as follows:

*United New Jersey Railroad and Canal Company—*

Dividend on \$21,240,400, Stock, at ten per cent.....	\$2,124,040 00	
Interest on Loan of 1894, £729,200, at six per cent.....	212,197 20	
Interest on Loan of 1894, \$2,000,000, at six per cent.....	120,000 00	
Interest on Loan of 1901, \$5,699,000, at six per cent.....	340,140 00	
Interest on Loan of 1908, \$841,000, at six per cent.....	50,460 00	
Interest on Loan of 1923, \$1,824,000, at four per cent.....	72,960 00	
Interest on Loan of 1929, \$6,020,000, at four per cent.....	240,800 00	
Organization.....	10,000 00	
Commissions, Paying Interest and Dividends .....	2,516 94	
Transit Duty.....	298,128 98	
Interest on Mortgages and Ground Rents .....	77,247 16	
Rents .....	441,111 33	
		<u>\$3,989,601 61</u>

*Philadelphia and Trenton Railroad Company—*

Dividend on \$494,100, Stock, at ten per cent.....	\$49,410 00	
Tax on Capital Stock paid State of Pennsylvania.....	9,411 05	
		<u>58,821 05</u>

## RAILROAD AND CANAL REPORTS.

9

*Camden and Burlington County Railroad Company—*

Dividend on \$381,925, Stock, at six per cent .....	\$22,915 50	
Interest on \$350,000, Bonds, at six per cent .....	21,000 00	
Organization .....	500 00	
		\$44,415 50

*Vincetown Railroad Company—*

Dividend on \$15,000, Stock, at six per cent .....	900 00
--	--------

*Mount Holly, Lumberton and Medford Railroad Company—*

Dividend on \$95,650, Stock, at six per cent .....	\$5,739 00	
Interest on \$75,000, Bonds, at seven per cent .....	5,250 00	
Organization .....	200 00	
		11,189 00

*Rocky Hill Railroad and Kingston Branch—*

Dividend on \$18,700, Stock, at six per cent .....	\$1,122 00	
Organization .....	100 00	
		1,222 00

*River Front Railroad Company—*

Dividend on \$216,000, Stock, at five per cent .....	\$10,800 00	
Interest on \$216,000, Bonds, at four and one-half per cent .....	9,720 00	
Sinking Fund .....	2,000 00	
Organization .....	480 00	
		23,000 00

*Connecting Railway Company—*

Dividend on \$1,278,300, Stock, at six per cent .....	\$76,698 00	
Interest on \$991,000, Bonds, at six per cent .....	59,460 00	
State Tax on Stock and Bonds .....	6,132 38	
		142,290 38

*Trenton Delaware Bridge Company—*

Interest on \$350,000, Bonds, at seven per cent .....	\$24,500 00	
Sinking Fund .....	3,500 00	
		28,000 00

*Kensington and Tacony Railroad Company—*

Net Earnings .....	30 00
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## RAILROAD AND CANAL REPORTS.

*Belvidere Delaware Railroad Company—*

Net Earnings..... \$296,743 00

*Perth Amboy and Woodbridge Railroad Company—*

Net Earnings..... 34,161 59

*Philadelphia, Germantown and Chestnut Hill Railroad Company—*

Net Earnings..... 99,799 96

*Freehold and Jamesburg Agricultural Railroad Company—*

Net Earnings..... 45,700 40

*Columbus, Kinkora and Springfield Railroad Company—*

Net Earnings..... 3,238 27

\$1,779,112 76

Net Loss..... \$194,528 69

*Statement of Amounts Charged and Credited to United New Jersey Railroad and Canal Company's "Construction" and "Real Estate" Accounts, from January 1st, 1872, to December 31st, 1893, inclusive.*

## COST OF CONSTRUCTION.

*Dr.*

To Amount expended to December 31, 1892..... \$12,575,331 88  
 Amount expended in 1893..... 388,011 82  
\$12,963,343 70

*Cr.*

By Proceeds from sale of Bonds, Equipment and  
 other property to December 31st, 1892 ..... \$6,110,558 95  
 Proceeds from sale in 1893..... 701,786 37  
6,812,325 32  
 Debit Balance, January 1st, 1894..... \$6,151,018 38

## REAL ESTATE.

*Dr.*

To Amount expended to December 31st, 1892..... \$2,516,420 91  
 Amount expended in 1893 ..... 68,123 66  
\$2,584,544 57

*Cr.*

By Proceeds from sale of Real Estate, Materials, &c., to December 31st, 1892.....	\$491,894 63	
Proceeds from sales in 1893.....	102,717 56	
		<u>594,612 19</u>
Debit Balance January 1st, 1894.....		\$1,989 932 38

## HARSIMUS COVE—CONSTRUCTION.

*Dr.*

To Amount expended to December 31st, 1892.....	\$2,647,362 60	
Amount expended in 1893.....	3,683 44	
		<u>\$2,651,046 04</u>

*Cr.*

By United New Jersey Railroad and Canal Com- pany's Stock.....	\$2,258,708 55	
Proceeds from sale of Buildings and Materials, to December 31st, 1892.....	61,518 49	
Proceeds from sales in 1893.....	Nothing.	
		<u>2,320,227 04</u>
Debit Balance January 1st, 1894.....		\$330,819 00

## HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

*Dr.*

To Amount expended to December 31st, 1892.....	\$1,063,022 73	
Amount expended in 1893.....	Nothing.	
		<u>\$1,063,022 73</u>

*Cr.*

By United New Jersey Railroad and Canal Com- pany's Stock.....	\$741,291 45	
Proceeds from sale of Buildings and Materials to December 31st, 1892.....	300 00	
Proceeds from sales in 1893.....	Nothing.	
		<u>741,591 45</u>
Debit Balance January 1st, 1894.....		\$321,431 28

## SUMMARY.

*Dr.*

To Cost of Construction.....	\$12,963,343 70	
Real Estate.....	2,584,544 57	
Harsimus Cove Construction.....	2,651,046 04	
Harsimus Cove Right of Way and Real Estate	1,063,022 73	
		<u>\$19,261,957 04</u>

## RAILROAD AND CANAL REPORTS.

Or.

By Proceeds from sale of Bonds, Equipment, Real Estate, Materials and other property.....	\$7,468,756 00	
United New Jersey Railroad and Canal Com- pany's Stock.....	3,000,000 00	10,468,756 00
Debit Balance January 1st, 1894.....		\$8,793,201 04

R. W. DUNNING,

E. and O. E., Phila., January 30th, 1894.

*Comptroller.*

## Reports of Railroad Companies.

### THE ATLANTIC CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Atlantic City Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$2,200,000 00
Bonded debt.....	2,225,070 00
Floating debt.....	.....
Cost of road and equipments.....	\$5,049,558 16
Dividends paid during the year 1893, and how paid—None.	

The road extends from Camden to Atlantic City, Williamstown Junction to Mullica Hill, North Glassboro to Glassboro, Gloucester Junction to Mount Ephraim, a distance of eighty three and five-tenths miles.

#### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$515,692 76
Income from freight.....	266,821 62
Income from other sources.....	25,506 49
Total.....	\$808,020 87
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$615,301 02

State of Pennsylvania, Philadelphia county, ss.—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Atlantic City Railroad Company, and that the foregoing state-

ment and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this twelfth day of March,  
A. D. 1894.

C. K. KLINK,

A Commissioner of Deeds for New Jersey in Pennsylvania

ACCIDENTS.

January 10th.—John M. Steele, employe, injured by falling from tender of engine, at Atlantic City. J. W. Dugan, conductor; M. Dowling, engineer.

January 20th.—Robert Seloh, employe, injured while coupling cars at Braddock. O. F. Chew, conductor; G. H. Coleman, engineer.

February 24th.—Harrison Johnson, employe, injured while coupling cars at Glassboro. W. F. Neaster, conductor; M. Lantry, engineer.

March 10th.—Joel Perrine, employe, injured by falling on track at Gloucester Junction. ———, conductor; ———, engineer.

March 25th.—Mrs. L. Clifton, non-employe, injured while walking on track at Camden. Benj. Thomas, conductor; Albert Luse, engineer.

April 1st.—Edwin Selah, employe, injured while coupling cars at Audubon. Samuel Dill, conductor; Robt. Hammell, engineer.

April 19th.—Albert Dunn, employe, injured while coupling cars at Camden. Martin Kissel, conductor; M. Dowling, engineer.

April 20th.—Elmer Smith, employe, injured while coupling cars at Williamstown. Samuel Dill, conductor; R. Hammell, engineer.

April 25th.—Mrs. Georgianna Hains, non-employe, injured by falling from stepping-stool at Camden. H. Gifford, conductor; H. Moore, engineer.

April 28th.—Ernest Haines, employe, injured while uncoupling cars at Camden. E. Haines, conductor; John Black, engineer.

May 10th.—William F. Forrest, employe, injured while coupling cars at Fruit Growers' Union. C. F. Chew, conductor; Frank Eck, engineer.

May 12th.—Bart Long, employe, injured by falling from car at Woodland. Wm. H. Young, conductor; Wm. Tucker, engineer.

May 15th.—Wm. H. Wood, non-employe, fatally injured while playing on track at Gloucester. G. H. Nicholson, conductor; A. F. Hinckley, engineer.

May 19th.—George W. Hill, employe, fatally injured by falling from car at Camden. Horace Smith, conductor; John Black, engineer.

May 22d.—Jacob Meehl, employe, injured by falling from train at Williamstown Junction. W. H. Lawson, conductor; William Fox, engineer.

June 9th.—George B. Clark, employe, injured while coupling cars at Atlantic City. John Koehler, conductor; E. Farr, engineer.

June 22d.—A. J. Davis, employe, injured while coupling cars at Camden. Thomas Murphy, conductor; Richard Finch, engineer.

June 30th.—J. H. Ilgenfritz, employe, injured while coupling cars at Elwood. O. F. Chew, conductor; Frank Eck, engineer.

July 11th.—Alwyn Egenoire, employe, injured while coupling cars at Atsion. W. F. Measter, conductor; H. Brodbeck, engineer.

July 19th.—James Grimes, non-employee, fatally injured while crossing track at Magnolia. Robert Brady, conductor; Charles Swope, engineer.

July 26th.—J. K. Lintner, employee, injured by piece of flying coal at Cedar Brook. C. O. Helmuth, conductor; H. W. Moore, engineer.

July 28th.—Howard Sooy, employee, injured while coupling cars at Fruit Growers' Union. Charles Wagner, conductor; J. J. Moore, engineer.

August 1st.—E. T. Brady, employee, injured while boarding engine at Camden. E. T. Brady, conductor; William Arthur, engineer.

August 10th.—Richard Ryan, employee, injured while coupling cars at Pleasantville. O. F. Chew, conductor; C. Broome, engineer.

August 26th.—Harry Gardner, employee, injured while uncoupling cars at Atlantic City. C. P. McLain, conductor; Frank Eck, engineer.

August 27th.—Espin Ashton, non-employee, injured while walking on track at Ferry Road. J. H. Lance, conductor; F. Carney, engineer.

August 27th.—Mrs. Flora Boyd, non-employee, injured while walking on track at Ferry Road. J. H. Lance, conductor; F. Carney, engineer.

September 2d.—A. F. May, employee, injured by being struck by overhead beam at Atsion. Sam'l Dill, conductor; Michael Burns, engineer.

September 2d.—F. W. Weigand, employee, injured while coupling cars at Winslow Junction. O. F. Chew, conductor; C. Broome, engineer.

September 5th.—E. J. Schwable, employee, injured at turntable at Atlantic City. ———, conductor; Robt. Hammell, engineer.

September 7th.—Frank Thomas, non-employe, injured by jumping from train at Cologne. Robt. Brady, conductor; J. Smeck, engineer.

September 11th.—Edgar Cunningham, employe, injured while uncoupling cars at Mullica Hill. Sam'l Dill, conductor; Michael Burns, engineer.

September 11th.—Mrs. Ella Ireland, non-employe, injured while boarding engine at Camden. Jas. Thomas, conductor; Benj. Pease, engineer.

September 17th.—Chas. H. Baldwin, employe, injured while coupling cars at Camden. H. H. Smith, conductor; John Black, engineer.

September 25th.—Phillip Thomas, non-employe, injured while standing on track at Ferry Road. ———, conductor; D. Williams, engineer.

October 4th.—M. L. Thorn, employe, injured while coupling cars at Camden. E. T. Brady, conductor; Wm. Arthur, engineer.

October 5th.—Edwin Hera, employe, injured while coupling cars at Robana. W. F. Measter, conductor; W. Brodbeck, engineer.

October 11th.—J. A. O'Conner, non-employe, fatally injured while sitting on platform at Cloverdale. F. C. Simkins, conductor; G. Whartnaby, engineer.

October 16th.—C. S. Still, employe, injured while boarding engine at Williamstown Junction. W. F. Measter, conductor; H. Brodbeck, engineer.

November 4th.—A. S. Connelly, employe, injured while applying brakes at Winslow Junction. Chas. Wagner, conductor; Frank Eck, engineer.

November 16th.—F. J. Bennett, employe, injured while coupling cars at Winslow Junction. Chas. Wagner, conductor; Frank Eck, engineer.

December 9th.—Chas. Baldwin, employe, injured while boarding train at Elwood. Chas. Baldwin, conductor; Frank Eck, engineer.

December 16th.—Sam'l Dill, employe, injured by falling from car at Camden. James Thomas, conductor; George Coleman, engineer.

## BALTIMORE AND NEW YORK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Baltimore and New York Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$350,000 00
Bonded debt.....	350,000 00
Floating debt.....	5,621 36
Cost of road and equipments.....	\$700,000 00
Dividends paid during the year 1893, and how paid—None.	

The road extends from Cranford, N. J., to Arthur Kill Bridge, a distance of five and one-half miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers—None.	
Income from freight.....	\$81,080 73
Income from other sources.....	318 22
Total .....	\$81,398 95
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$64,804 95

## REMARKS.

The P. O. address of the company—Foot of Whitehall street, New York City.

State of New York, City and County of New York, ss.—Frank S. Gannon, being duly sworn, on his oath says that he is General Superintendent of the Baltimore and New York Railway Com-

pany, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

F. S. GANNON.

Sworn and subscribed before me this 9th day of March, A. D. 1894.

P. H. CASSIDY,  
Notary Public, Queens County,  
Certificate filed in New York County.

ACCIDENTS.

None.

## BELVIDERE DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,150,000 00
Bonded debt .....	2,849,000 00
Floating debt.....	.....
Cost of road and equipments.....	4,030,524 36

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight miles, with branch from Lambertville, N. J., to Flemington, N. J., a distance of eleven miles.

It is leased to the United New Jersey Railroad and Canal Company and the lease is assigned by them to the Pennsylvania Railroad Company at an annual rental of the surplus of net earnings.

It is equipped and operated by the Pennsylvania Railroad Company and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Belvidere Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this thirty-first day of January, A. D. 1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$250,230 55
Income from freight .....	835,294 06
Income from other sources .....	21,546 28
Total.....	<hr/> \$1,107,070 89
Expenses during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$810,327 89
Dividends paid during the year 1893, and how paid—Cash, 6 per cent., \$69,000.	

## REMARKS.

P. O. address of this company—233 S. Fourth street, Philadelphia, Pa.

## ACCIDENTS.

January 13th.—William Farrell, acting hostler (Coal Port), while backing engine 1493 on oil-house track, cab of engine struck roof of oil-house, mashing cab of engine down on him, causing contusion of right shoulder, hip and thigh.

January 20th.—Chas. H. Seeds, brakeman, when making coupling the knuckle fell from drawhead, striking him on the foot, bruising great toe.

January 28th.—John S. Niece, engineman, in stepping from his engine at Lambertville slipped and fell, spraining his right ankle.

February 8th.—Geo. Phocraw, while stealing a ride on train 539, was sitting on sill of one car with his feet braced against end sill of another, and when steam was shut off cars closed up and his left leg was broken above the knee.

February 1st.—D.W. Willis, employed by a contractor grading new L. & H. R. Ry. yard at Phillipsburg, while driving cart across track the cart was struck by engine of train 554. Willis was thrown from cart and received a slight bruise on right leg.

February 17th.—Johnson Dilts, brakeman, while on top of a car was struck on breast by bridge at Prospect street, Trenton.

March 24th.—J. L. Pittenger, brakeman, while coupling cabin car to engine at Coal Port, had the middle forefinger of his left hand caught between the bumpers, causing contused and lacerated wound.

March 28th.—Franklin B. Brady, brakeman, in stepping from car at Coal Port stepped on a stone, which turned his foot over, spraining the ankle.

May 11th.—Daniel Young, brakeman, while in the act of stepping on moving train at Prallsville, slipped and foot was run over, mashing great toe and two next to it; it was found necessary to amputate the foot.

May 18th.—William Moyer, brakeman, while in the act of coupling cars at Phillipsburg, had his right hand caught between dead-blocks, crushing it badly.

May 22d.—Hiram Kugler, brakeman, in making a coupling at Raven Rock, had two teeth loosened, the point of another broken off, and inside of right cheek slightly cut by being struck by a piece of coupling pin which broke when cars came together.

June 12th.—Jos. Call, brakeman, while coupling cars at Phillipsburg, had second and third fingers of left hand caught between the bumpers, causing contused and lacerated wound of both fingers.

June 16th.—Johnson Dilts, brakeman, while making a coupling at Prallsville, had his hand caught between the bumpers, causing contused and lacerated wound of index, second and little fingers.

June 17th.—Mrs. Ann Britton, while standing too close to track at Perry street, Trenton, was struck by a car which knocked her down, causing slight bruise of left arm.

June 19th.—Philip Nixon, brakeman, while making a flying drill at Phillipsburg, in endeavoring to catch a coupling pin which had rolled off end sill of car, he lost his balance and fell under car, which passed over both legs. He died same day.

August 31st.—Wm. Paetzell, brakeman, while coupling cars at Coal Port, had thumb of left hand caught between link and drawhead, and mashed.

September 5th.—Wm. B. Woodruff, brakeman, in making a flying drill at Stockton, had hand cut and bruised by tank riding up on first car and bending the brake-staff, causing the brake-wheel to drop down and catch his hand between it and roof of car.

September 6th.—Jno. Grundahl, of Trenton, in attempting to board train 535 at Bellemont, was thrown to ground and his right leg severely scratched and bruised.

September 18th.—Walter M. Laire, brakeman, while coupling cars near Riegelsville, had three fingers mashed by catching them between the bumpers.

September 28th.—William T. Trimmer, passenger on express 583, in attempting to jump from train at Warren street, Trenton, while train was in motion, was thrown under train, receiving injuries from which he died same morning.

October 1st.—Isaac Demass, brakeman, in attempting to pass between the cars at Perry street crossing, Trenton, cars came together, mashing him. He died same day.

October 18th.—Wm. S. Sutphin, brakeman, while making a coupling at Wilburtha, had thumb of right hand lacerated.

October 18th.—George W. Mustard, brakeman, while coupling train to engine at Belvidere, stumbled and fell in such a way that his right foot was caught between rail and pilot of engine, causing contused wound of right heel and Achilles tendon.

November 3d.—Calvin Cooper, yard master, Lambertville, fell from rear end of pusher, and in falling caught hold of cross-bar of engine, spraining muscles of left arm.

November 6th.—Albert Cooper, express brakeman, while making a coupling at Dickinson's, No. 2, caught fingers of left hand, causing contusion and laceration of first and second fingers.

November 9th.—Benjamin Martin, while under the influence of liquor, attempted to board coal train at Lambertville; his foot slipped, throwing him against steps of following car, fracturing ribs on left side.

November 24th.—Edw. Piatt, employe of the L. & H. R. Ry., while walking main track at Phillipsburg, saw train 577 approaching and stepped to siding in front of train 564, the engine of which struck him.

November 30th.—John J. Phillips, brakeman, Lambertville, while making a coupling used his left foot to hold link up, and when cars came together his foot was caught, mashing it slightly.

November 30th.—David Kearns, a boy, attempted to board train 569 at Lambertville, and was thrown down and wheels of train passed over his left hand, causing complete loss of thumb, first and second fingers.

December 5th.—Wm. V. Buchanan, brakeman, was riding gondola car with drop-end door at Coal Port, and when car struck the drop-end bounced up and came down on his foot, mashing great toe.

December 17th.—David Leigh, brakeman, had second finger of left hand mashed while in the act of uncoupling cars.

December 18th.—Michael Sullivan, laborer. A chain which hung over side of car at Reece's crossing caught in cattle guard, jerking up rail which struck him on right leg, breaking leg near the ankle, and badly injuring ankle.

December 18th.—Patrick Wallace, laborer. A chain which hung over side of car at Reece's crossing caught in cattle guard, jerking up rail which struck him on right leg, badly bruising leg and spraining ankle.

## BERGEN COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie & Western Railroad Company, lessee of the Bergen County Railroad, present the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$200,000 00
Bonded debt.....	2,000,000 00
Floating debt—None.	
Cost of road.....	\$607,972 14

The road extends from Rutherford to Ridgewood, a distance of nine and eight hundred and twenty-one thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$24,000. The particulars of its operations and expenditures have been kept as a part of the general accounts of that Company, and cannot be specified as applicable exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—John King, being duly sworn, on his oath says that he is President of the Bergen County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KING.

Sworn and subscribed before me this 11th day of January, A. D. 1894.

THOMAS N. WILLIAMS,  
Notary Public, N. Y. Co.

Dividends paid during 1893, and how paid—None.

State of New York, city and county of New York, ss.—Augustus R. Macdonough, of said city, being duly sworn says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, the lessee of the Bergen County Railroad, and that the accompanying statement of accidents occurring on the line of said railroad during the year ending December 31st, 1893, is a correct and true statement according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 10th day of February, 1894.

THOMAS N. WILLIAMS,  
Notary Public, N. Y. Co.

#### ACCIDENTS.

January 8th.—Henry Skinner, age 25, brakeman, while uncoupling engine from car, extra freight train, engine 186, engineer, J. Connelly; conductor, P. Dusenbury, caught the first finger of his left hand between head of coupling pin and deadwood of car, bruising it.

January 13th.—F. F. Edwards, age 22, brakeman, while uncoupling cars in train extra freight, engine 255, conductor, D. W. Shaw; engineer, A. Dillen, at Dundee, 12:10 A. M., caught his index finger of left hand between coupling pin and deadwood, crushing it.

January 14th.—Samuel Bond, age 35, fireman, while lighting headlight of engine 186, in freight train 199, J. Voorhis conductor, at Dundee, 5:45 P. M., he slipped from step, bruising his left knee.

January 26th.—John V. Plaats, age 41, when freight train, extra engine 247, Geo. Thurbing, engineer; G. Everett, conductor, stopped at Spring Tank, 10:05 A. M., he stepped between the cars to pick coal, and the train backing up, he was caught between the bumpers and died from injuries shortly after.

March 1st.—V. E. Myers, age 21, brakeman on freight train, extra engine 276, J. E. Myers, conductor; L. Wright, engineer. A truck broke under one of the cars at Warren Point, 2:00 A. M., and catching in frog derailed cars, throwing Myers down bruising his foot and face.

April 4th.—Jos. P. Haugh, age 30, brakeman, was on tender of engine 737, in extra freight train at Spring Tank, 1:20 A. M., ready to swing water crane around for engine to take water when train broke in two and jar caused him to fall to ground, bruising his right side. J. R. Duffy, conductor; J. D. Fosdick, engineer.

May 18th.—Dan'l E. Vernoooy, age 26, brakeman, while coupling cars in extra freight train, engine 267, W. Decker, engineer; J. Corwin, conductor, at Dundee, 10 A. M., caught his right forearm between the bumpers, bruising it.

May 27th.—Jos. Herman, age 16, attempted to get on freight train, extra, engine 271, engineer, C. Johnson; conductor, J. E. Trainor, at Susquahanna crossing, between Spring Tank and Fair Lawn, 9:21 P. M., and falling had right foot run over and back bruised.

May 27th.—E. J. Skerritt, age 65, remains were found on track east of Warren Point at 6:15 P. M. Supposed that he was struck by some train, unknown, while walking track.

September 10th.—Anthony Kelsch, age 25, brakeman, while coupling cars without using a coupling stick, train extra freight, engine 258, C. Hanners, engineer; W. Luckey, conductor, at Saddle River, 2:15 P. M., caught his right hand between coupling pin and drawhead, bruising it.

November 23d.—R. Burkhardt, age 21, while jumping on freight train, extra, engine 270, engineer, W. H. Canfield; H. Pine, conductor, at Garfield, to steal a ride, he fell and had left hand run over, 10:20 P. M.

## BERGEN AND DUNDEE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Bergen and Dundee Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$6,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$7,655 38

The road extends from a point on the Bergen County Railroad, in Saddle River, to Vreeland's lake, in Passaic, a distance of two and one hundred and five-thousandths miles.

It is operated as a part of the Bergen County Railroad under the lease of that road to the New York, Lake Erie and Western Railroad Company, and no separate accounts of its operations are kept.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York county, ss.—C. R. Fitch, being duly sworn, on his oath says, that he is president of the Bergen and Dundee Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. R. FITCH.

Sworn and subscribed before me this 15th day of January, A.D. 1894.

THOMAS N. WILLIAMS,  
Notary Public New York County.

Dividends paid during the year 1893, and how paid—None.

Post-office address of this company, No. 21 Cortlandt street,  
New York City, N. Y.

ACCIDENTS.

Included in the report of the Bergen County Railroad Company.

## BRIGANTINE BEACH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Brigantine Beach Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$335,000 00
Bonded debt.....	350,000 00
Floating debt—None.	

The road extends from Brigantine Junction to Brigantine Beach, N. J., a distance of fourteen miles.

It is leased to the Atlantic City Railroad Company at an annual rental of thirty per cent. of gross receipts.

It is equipped and operated by the Atlantic City Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Atlantic County, ss.—Moritz Lippman, being duly sworn, on his oath says, that he is general manager of the Brigantine Beach Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

MORITZ LIPPMAN.

Sworn and subscribed before me this 13th day of March, A.D. 1894.

J. E. P. ABBOTT,  
Master in Chancery.

## RECEIPTS AND EXPENSES FOR 1893.

Included in the return of the Atlantic City Railroad Company.  
Dividends paid during the year 1893, and how paid—None.

Post-office address of this company, N. W. corner Fourth and Chestnut streets, Philadelphia.

ACCIDENTS.

April 22d.—George Somers, employe, injured while turning switch at Oceanville. W. H. Wilcox, conductor; Thomas Gibson, engineer.

June 26th.—Thomas Collins, employe, injured by falling from engine at Brigantine Beach. Joseph Thomas, conductor; E. Farr, engineer.

July 12th.—Joseph Thomas, employe, injured by falling from engine at Oceanville. Joseph Thomas, conductor; E. Parker, engineer.

## BRIGANTINE TRANSIT COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Brigantine Transit Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$250,000 00
Bonded debt.....	106,000 00
Floating debt.....	76,523 13

Cost of road and equipments.....	\$429,971 06
Dividends paid during the year 1893, and how paid—None.	

The road extends along Brigantine Beach, N. J., a distance of six and one-fourth miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$2,577 45
Income from freight .....	19 00
Income from other sources .....	2,239 47

Total.....	\$4,835 92
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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	1,546 68
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P. O. address of Company—Brigantine Beach and Inlet, Atlantic City, N. J.

State of Pennsylvania, Philadelphia City and County, ss.—  
William Hacker, being duly affirmed, on his oath says that he is Treasurer of the Brigantine Transit Company, and that the foregoing statement and the annexed statement of accidents on the

said road during the year 1893 are correct and true, to the best of his knowledge and belief.

WILLIAM HACKER,

Treasurer.

Affirmed and subscribed before me this 21st day of February, A. D. 1894.

THOMAS McILHENNY, Jr.,

Notary Public.

State of Pennsylvania, county of Philadelphia, ss.—I, William B. Mann, prothonotary of the county of Philadelphia and clerk of the Courts of Common Pleas of said county, which are Courts of Record, having a common seal, being the officer authorized by the laws of the State of Pennsylvania to make the following certificate, do certify that Thomas McIlhenny, Jr., esquire, before whom the annexed oath or affirmation was made, was at the time of so doing a notary public for the Commonwealth of Pennsylvania, residing in the county of Philadelphia, duly commissioned and qualified to administer oaths and affirmations and to take acknowledgments and proofs of deeds or conveyances for lands, tenements and hereditaments in said State of Pennsylvania and to all whose acts, as such, full faith and credit are and ought to be given, as well in Courts of Judicature as elsewhere, and that I am well acquainted with the handwriting of the said notary public, and verily believe his signature thereto is genuine, and that said oath or affirmation purports to be taken in all respects as required by the laws of the State of Pennsylvania.

In testimony whereof I have hereunto set my hand and affixed the seal of said court this 21st day of February, in the year of our Lord one thousand eight hundred and ninety-four.

[L. S.]

WILLIAM B. MANN,

Prothonotary.

ACCIDENTS.

None.

## BUENA VISTA RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Buena Vista Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$3,000 00
Floating debt.....	18,340 81
Cost of road and equipments.....	\$21,340 81

The road extends from Greenwich to Cohansey creek, a distance of one and three-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was kept.

Dividends paid during the year 1893, and how paid—None.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is president of the Buena Vista Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 10th day of March, A.D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

## ACCIDENTS.

Included in New Jersey Southern Railway Company's report, if any.

# **CAMDEN AND ATLANTIC RAILROAD COMPANY.**

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in—Preferred.....	\$880,250 00	
Common.....	377,900 00	
		<u>\$1,258,150 00</u>
Bonded debt.....		1,585,300 00
Floating debt.....		385,000 00
Cost of road and equipments.....		\$3,073,670 72
Dividends paid during the year 1893, and how paid—None.		

The road extends from Camden to Atlantic City, N. J., fifty-eight and seventy-three hundredths miles; from Absecon Inlet to Sea View Excursion House in Atlantic City, three and sixteen-hundredths miles; from junction Atlantic City Branch at Sea View Excursion House, Atlantic City, to Longport, five and sixty-seven hundredths miles; from Camden and Atlantic Railroad, at draw-bridge, Atlantic City, to junction with South Atlantic City Branch, near Providence avenue, south of Chelsea, one and twenty-four hundredths miles; total, sixty-eight and eighty-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$493,621 83
Income from freight.....	152,125 20
Income from other sources.....	79,390 58
Total....	<u>\$725,137 61</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$566,261 90

State of Pennsylvania, Philadelphia City and County, ss.—G. B. Roberts, being duly sworn, on his oath says that he is President of the Camden and Atlantic Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 31st day of January, A. D. 1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

#### ACCIDENTS.

January 12th.—Miss Stiner, slightly injured alighting from train at West Berlin.

February 6th.—Jno. Jacoby, slightly injured alighting from train at Egg Harbor.

February 27th.—Martin Clancey, struck and killed at Liberty Park.

March 20th.—Richard Brown, laborer, hand injured unloading timber at Collingswood.

March 20th.—Wm. Turner, laborer, hand crushed unloading rail at Collingswood.

March 20th.—Jos. Miman, slightly injured falling from hand-car at South Hammonton.

March 21st.—John G. Clark, killed at Reed's Crossing, Berlin.

April 22d.—An unknown man jumped from train at Starr's Station, Camden, and slightly injured.

May 4th.—Lizzie E. Cox, slightly injured by being struck by shifting engine, between Penn and Cooper streets, Camden.

May 7th.—Jno. W. Barley, slightly injured alighting from train at Westmont.

May 24th.—Guisseppi Materozo, laborer, slightly injured at Ashland.

May 26th.—R. W. Speck, brakeman, hand injured at Cooper's Point, Camden.

May 29th.—Jas. Fost, laborer, hand crushed at Chesilhurst.

June 14th.—A. Reagan, brakeman, slightly injured at Berlin.

June 19th.—Elmer Schaefer, severely injured jumping from train at Starr's Station, Camden, while it was in motion.

July 4th.—Patrick Donnelly, slightly injured alighting from train at Haddonfield.

July 21st.—Wm. Bealer, struck by electric car at Sea View Excursion House, Atlantic City, and slightly injured.

July 22d.—Geo. W. Nichols, driving across track at Cuthbert, was struck, resulting in death of self and two horses.

July 30th.—Nicholas Bowden, fell from train near Absecon and slightly injured.

August 11th.—James Hurley, struck at Atlantic City and killed.

August 13th.—Mr. A. Henon, hit by stone thrown through car window near Chesilhurst and slightly injured.

August 18th.—Mrs. Maggie Chatman, slightly cut by glass from a car window broken while train was passing Atco.

August 14th.—Mrs. Martha Devlin, severely injured by being hit by an electric car in Atlantic City.

August 24th.—Wagon struck at Collingswood and demolished; the driver slightly injured.

August 24th.—Jos. Aldine, brakeman, hand injured coupling cars at Cooper's Point, Camden.

September 2d.—Jno. W. Garey, conductor electric cars, fell from car and severely injured.

September 29th.—J. Seal, brakeman, arm mashed at Winslow Junction, coupling cars.

September 30th.—Miss B. Shackford, slightly injured alighting from an electric car in Atlantic City.

December 12th.—W. T. Bailey, slightly injured, struck by train at Mt. Vernon street, Camden.

December 28th.—Mr. J. Heppenstal, hand caught in car door and injured.

## CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$381,925 00
Bonded debt.....	350,000 00
Cost of road and equipment.....	\$744,774 75

The road extends from Camden Junction to Pemberton, Burlington to Mount Holly, a distance of twenty-nine and sixty-one hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent. on the stock and bonds and \$500 for maintenance of organization.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—  
John S. Irick, being duly sworn, on his oath says, that he is president of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN S. IRICK,  
President.

Sworn and subscribed before me this 2d day February, A. D.  
1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RAILROAD AND CANAL REPORTS.

43

### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$187,003 51
Income from freight.....	51,852 37
Income from other sources.....	30,900 21
Total.....	<hr/> \$269,756 09
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies...	\$219,097 96
Dividends paid during the year 1893, and how paid: Two cash dividends of three per cent. each, as per terms of lease.	

## CAMDEN COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Camden County Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$100,000 00
Bonded debt .....	39,000 00
Cost of road and equipments ..	130,238 38
Dividends paid during the year 1893, and how paid—None.	

The road extends from Mount Ephraim to Spring Mills, a distance of seven and three-tenths miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$12,712 37
Income from freight .....	3,121 76
Income from other sources.....	238 54
Total.....	\$16,122 67

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$19,069 38
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State of Pennsylvania, Philadelphia County, ss.—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Camden County Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this twelfth day of March,  
A. D. 1894.

C. K. KLINK,

A Commissioner of Deeds for New Jersey,  
in Pennsylvania.

ACCIDENTS.

February 25th.—Joshua Cloud, non-employe, injured jumping from train at Grenloch. F. C. Simkins, conductor; G. Whartnaby, engineer.

March 27th.—Frank P. Pernier, employe, injured jumping from train at Grenloch. F. C. Simkins, conductor; G. Whartnaby, engineer.

CAPE MAY, DELAWARE BAY AND SEWELL'S POINT  
RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cape May, Delaware Bay and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$150,000 00
Bonded debt.....	150,000 00
Floating debt, contingent.....	13,214 60
Cost of road and equipments.....	\$313,214 60

The road extends from the steamboat landing on the Delaware bay to Sewell's Point, a distance of six and one quarter miles.

It is not leased. Operated by owners.

It is equipped and operated by the owners, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden County, ss.—John J. Burleigh, being duly sworn, on his oath says, that he is secretary of the above railroad company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. J. BURLEIGH.

Sworn and subscribed before me this 22d day of January, A.D. 1894.

CHAS. C. COULTER,  
M. C. C.

## RAILROAD AND CANAL REPORTS.

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### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$19,237 61
Income from freight.....	53 76
Income from other sources.....	972 71
<hr/>	
Total.....	\$20,314 08
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies...	\$12,925 28
Dividends paid during the year 1893, and how paid—None.	

Post-office address of this company: Office basement of New Jersey Trust Bank Building, N. E. corner Third and Market streets, Camden, N. J.

### ACCIDENTS.

None.

## CARTERET EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret Extension Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$19,400 00
Floating debt.....	11,162 12
Cost of road and equipments.....	\$30,562 12

The road extends from Carteret to Staten Island Sound, a distance of one and eighty-two hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Carteret Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1893, and how paid—None.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## CARTERET AND SEWAREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Carteret and Sewaren Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$12,700 00
Floating debt.....	2,064 81
Cost of road and equipments.....	\$14,764 81

The road extends from Liebigs to the Port Reading Railroad tracks, a distance of one and twenty-five hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is president of the Carteret and Sewaren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 10th day of March, A.D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year 1893, and how paid—None.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## CENTRAL RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$22,497,000 00
Bonded debt .....	46,458,100 00
Cost of road and appendages.....	\$25,209,731 68
Dividends paid during the year 1893, and how paid—Four dividends of 1½ per cent. each, on par value of capital stock, payable in cash.	

## LOCATION AND LENGTH OF ROAD AND BRANCHES.

	Miles.
The main line of road extends from Jersey City to Phillipsburg .....	72.30
With branches as follows :	
Elizabethport to Brills.....	5.51
Elizabethport loop.....	3.02
Bayway to Staten Island Sound.....	1.31
Communipaw to Newark (formerly Newark and New York Railroad).....	6.22
Elizabethport to Perth Amboy (formerly Perth Amboy and Elizabethport Railroad).....	12.13
Centreville to Constable's Hook (formerly Constable's Hook Railroad).....	1.95
Brills to Passaic river (formerly Manufacturers' Railroad).....	1.68
Somerville to Flemington (formerly South Branch Railroad).....	15.78
High Bridge to Port Oram (formerly High Bridge and Longwood Valley Railroad).....	25.17
German Valley to Chester (formerly High Bridge Railroad).....	4.30
Chester Furnace to Hacklebarney Mines (formerly High Bridge Railroad).....	1.42
Hopatcong Junction to Lake Hopatcong (formerly Lake Hopatcong Railroad).....	5.56
Total.....	156.35

## RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$2,291,558 49
Income from freight.....	5,294,402 95
Income from other sources .....	976,374 09
<b>Total.....</b>	<b>\$8,562,335 53</b>

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power and contingencies.....\$5,584,027 75

## REMARKS.

Included in the operations of this company are the receipts and expenditures of the following companies :

	Miles.
Carteret and Sewaren Railroad Company.....	1.25
Carteret Extension Railroad Company.....	1.82
Dover and Rockaway Railroad Company.....	5.12
Elizabeth Extension Railroad Company.....	1.69
Hibernia Mine Railroad Company.....	4.20
Lafayette Railroad Company.....	.55
Manufacturers' Extension Railroad Company.....	1.23
Ogden Mine Railroad Company .....	9.68
Raritan North Shore Railroad Company (under construction) .....	.....

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Central Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## ACCIDENTS.

January 1st.—Mrs. A. E. Dawe had her foot slightly injured while stepping from the train at Roselle. Engineer, Jno. Hague; conductor, Daniel S. Horton.

January 1st.—William Buckley, switchman, had his head slightly injured while throwing switch at Jersey City passenger yard. Engineer, P. Metzler; conductor, Ed. D. Losey.

January 4th.—John H. McCauley fell from the train at Elizabethport and had his right leg and arm taken off. Engineer, Joseph Osmun; conductor, Henry Place.

January 4th.—Alban C. Steiner was slightly injured while trying to cross the track in front of train at West Eighth street. Engineer, Stephen Winner; conductor, Geo. Terrill.

January 6th.—H. Sheel while passing under eaves of station at East Twenty-second street station, Bayonne, ice slid from roof thereof, cutting his face.

January 7th.—James Sullivan, track walker, was struck and instantly killed at Plainfield. Engineer, Gene Creeden; conductor, W. A. Snyder.

January 8th.—Thomas Smith claims to have been struck by an engine at Westfield while walking track and cut on face. Engineer, — — —; conductor, — — —.

January 10th.—Thomas Kelly, section foreman, was struck and slightly injured while walking on the track at Elizabeth. Engineer, — — —; conductor, — — —.

January 11th.—John Falvey, brakeman, had his right hand badly mashed between the bumpers at Jersey City. Engineer, Geo. Hull; conductor, John Fitzgerald.

January 11th.—Michael Cunningham, alias Michael Burns, alias Thos. Kennedy, ran in front of train at Green Brook and killed. Engineer, James Moyer; conductor, Wm. Ryder.

January 11.—Hiram W. Mott had his instep badly injured while making a coupling at Tremley. Engineer, Geo. Cameron; conductor, Nelson Riley.

January 11th.—Jacob S. Smalley was struck and badly injured while driving across the track at Bound Brook. Engineer, James Moyer; conductor, Wm. Rider.

January 12th.—Michael Ambrosio, alias Michael Briski, a section laborer, was struck and fatally injured while driving a dog off the track at Jersey City. Engineer, — — —; conductor, — — —.

January 12th.—Stewart Eldridge, brakeman, was severely injured at Newark by a house which was too close to the track. Engineer, George Denny; conductor, Nelson Case.

January 13th.—John Woisknoski was struck and fatally injured while shoveling snow off the track at Elizabeth. Engineer, — — — Langhery; conductor, — — — Thomas.

January 13th.—Frank Garretson, brakeman, had fingers mashed coupling cars at Somerville, rendering amputation necessary of third and fourth fingers. Engineer, Wm. S. Divine; conductor, Marion Sutton.

January 14th.—M. B. Wilson, conductor, was struck and injured about the legs at Phillipsburg yard. Engineer, J. West; conductor, M. B. Wilson.

January 19th.—Miss C. E. Green had her wrist injured by the engine and cars coming together at Avenue "A," Bayonne. Engineer, Wm. Whitter; conductor, C. S. Tuck.

January 19th.—Joseph Kasley, an emigrant, bound to New York, fell overboard from Emigrant Dock, Jersey City.

January 21st.—John W. Wynn had both legs cut off while trying to board train at Jackson avenue. Engineer, H. Jones; conductor, Geo. K. McVey.

January 21st.—John O'Brien was struck and instantly killed while walking on the track at Somerville. Engineer, Jerry Goodwin; conductor, Tuck.

January 21st.—Christopher Becker was struck and badly injured while picking coal on the track at Plainfield. Engineer, John Moynahan; conductor, Frank A. Bowlby.

January 21st.—Annie Egan, passenger, jumped from moving train at FINDERNE and slightly injured. Engineer, Geo. Newber; conductor, D. S. Horton.

January 23d.—Unknown colored woman jumped from moving train near Elizabethport station and slightly injured. Engineer, Frank Naylor; conductor, Phil. Backer.

January 24th.—Clarence Hawk, brakeman, had his hand mashed while turning switch at Phillipsburg. Engineer, Cornelius Wood; conductor, J. A. Willever.

January 27th.—Mrs. Julia Spisak, while on track picking coal at Centreville, struck and killed. Engineer, R. H. Mulford; conductor, Wm. Rogers.

January 30th.—Elmer Warman, brakeman, was struck by overhead bridge at Fanwood and badly injured. Engineer, James Splane; conductor, Daniel Howey.

January 30th.—Dominic Noonan was struck and badly injured while walking on the track at Pamrapo. Engineer, L. Wildoner; conductor, U. Meyers.

January 31st.—Miss Bell Johnson fell and injured her head while stepping from the train at East Ferry street, Newark. Engineer, P. Mead; conductor, W. G. Brown.

February 1st.—Patrick Burns received a bad scalp wound by jumping from the train at Communipaw. Engineer, E. Mahoney; conductor, E. A. Jeffries.

February 1st.—John Tulley was struck and fatally injured at Green's Bridge. Engineer, William Miller; conductor, Jno. R. Day.

February 3d.—Frank Bopp, night fire cleaner, was struck and severely injured about the face and head at Elizabethport. Engineer, — — — ; conductor, — — —.

February 4th.—Patrick H. Carrick injured his side by falling from the top of box-car at Jersey City. Engineer, Frank Wilkinson; conductor, M. Nealy.

February 5th.—George Staats had his right leg cut off below the knee while jumping on coal train at Plainfield. Engineer, — — — ; conductor, — — —.

February 5th.—A gentleman (unknown) slipped on some ice on the car steps at Jersey City and fell to the platform. Engineer, H. Jones; conductor, George McVey.

February 6th.—Thomas Connors, brakeman, was caught and slightly squeezed while making a coupling at West Eighth street, Bayonne. Engineer, James Rodenbaugh; conductor, Wm. B. Appleton.

February 6th.—Mrs. Spier, car cleaner, was slightly injured by some cars coming together in Jersey City passenger yard. Engineer, Jno. Powelson; conductor, Wm. B. Appleton.

February 7th.—Michael McDonald, driller, was caught between the bumpers and slightly injured while making a coupling at Jersey City. Engineer, C. Duncan; conductor, Jerry Walsh.

February 7th.—Geo. D. Collard, driller, had his left leg broken below the knee while cutting coal cars at Elizabethport yard. Engineer, Henry Wolfskiel; conductor, John Sullivan.

February 7th.—R. J. Hamilton, passenger, jumped from moving train at Elizabeth, receiving a slight scratch on cheek. Engineer, — — — ; conductor, — — —.

February 8th.—Ephraim Gilbert, brakeman, injured his left knee by falling from the top of box-car at West Eighth street, Bayonne. Engineer, H. Hummer; conductor, Jas. Patterson.

February 8th.—T. H. Albert, passenger, had his face badly scratched by jumping from the train at Elizabeth. Engineer, J. McCabe; conductor, R. J. Bullock.

February 11th.—John Daley, found in Jersey City yard mangled and dead, supposed to have been struck by a train. Engineer, — — —; conductor, — — —.

February 11th.—Frank L. Shear, passenger, stepped off of train in Jersey City station before train stopped and slightly injured. Engineer, Nathan Wait; conductor, John Merlette.

February 13th.—John F. or Frederick Kuhlman, struck by engine near Broad street, Elizabeth, and fatally injured. Engineer, — — — conductor, — — —.

February 15th.—John J. Smith, non-employee, in trying to board moving train at Green Brook, was slightly injured. Engineer, — — —; conductor, — — —.

February 16th.—Nicholas Williams, driller, had his left arm badly mashed while making a coupling at Jersey City freight yard. Engineer, R. Lindsley; conductor, Geo. Redder.

February 17th.—Jacob Stagmeyer, driller, had the thumb of right hand slightly bruised while cutting cars at Jersey City. Engineer, McGhie; conductor, Morgan C. Williams.

February 18th.—Jacob Adams, brakeman, had two fingers of right hand badly mashed while coupling cars at Phillipsburg yard. Engineer, James Hulmes; conductor, John O. Myers.

February 18th.—Joseph Sagi stepped from pay car on track next north, and struck by engine and instantly killed. Conductor, — — —; engineer, — — —. This happened at Dunellen.

February 18th.—George Bimler, brakeman, while standing on tank, at Bloomsbury, was thrown to the ground and his back badly injured. Engineer, W. S. Morrison; conductor, James McNulty.

February 21st.—Toney Angelo, laborer, was struck and slightly injured while shoveling snow off the track at Westfield. Engineer, G. W. Turner; conductor, James Nolan.

February 23d.—John Callen was slightly injured on the left cheek, at East Forty-ninth street, Bayonne, by an icicle falling through the car window. This was a passenger. Engineer, W. Thomas; conductor, W. J. Korndoerfer.

February 23d.—Stephen Gilroy, flagman on crossing at White House, struck by a runaway team, dragged and seriously injured.

February 25.—Freddie Drake, 15 years old, had his left leg taken off, at Glen Gardner, while jumping on train. Engineer, C. Mason; conductor, M. W. Hummell.

February 26th.—Frank Moulton, bridge carpenter, had leg injured by breaking of a wheel on float bridge which he was operating.

February 27th.—Otto Stillger, driller, had one finger on left hand mashed while coupling cars at Jersey City. Engineer, George Hull; conductor, Thomas Leahey.

February 28th.—Matthew Hanlon, inspector, had hand bruised while repairing cars at Bergen Point. Engineer, George Brown; conductor, Jas. Rosencrantz.

March 1st.—R. W. Trullis, brakeman, stepped in front of train at Plainfield and was slightly injured about the head. Engineer, George Moll; conductor, A. F. Shainline.

March 1st.—Patrick Purtell, machinist, misstepped and fell from an engine at Elizabethport shops and internally injured.

March 2d.—Frank Pierce, in attempting to get on a moving passenger train at Jackson avenue, fell and was slightly injured. Engineer, ———; conductor, W. G. Brown.

March 2d.—David Sliker, yard master, had his right arm bruised while making up a train at Phillipsburg. Engineer, I. Fleet; conductor, M. B. Wilson.

March 8d.—Mr. Roberts, a passenger, jumped from moving train at Perth Amboy receiving slight bruises. Engineer, Lake Stoddard; conductor, H. A. Boyd.

March 8d.—Frank O. Mason, driller, had his thumb bruised while coupling cars at Elizabethport yard. Engineer, Joseph Osmun; conductor, Harry Place.

March 4th.—Nicholas Maddox, driller, had one of his fingers mashed while coupling cars at Phillipsburg. Engineer, C. M. Pittenger; conductor, H. B. Brant.

March 4th.—Robert Hodge, driller, had one of his ankles slightly bruised at Jersey City. Engineer, Henry Siegfried; conductor, Frank Meehan.

March 4th.—Robert J. Ayres, brakeman, had little finger of left hand taken off while coupling cars at Port Oram. Engineer, Benjamin D. Bodine; conductor, Chas. F. Hockenbury.

March 4th.—Dennis O'Donnell, brakeman, in Jersey City yard, had wrist cut by globe of lantern breaking while cleaning it. Engineer, ———; conductor, ———.

March 7th.—Louis Morris, employe of Elizabethport shops, leg and foot injured by wheels which he was rolling striking same.

March 7th.—Charles Leonard, boy, had his left arm slightly squeezed while playing around some cars at Somerville.

March 7th.—John Meehan was struck and instantly killed while walking on track at Ellsworth Crossing, Bayonne. Engineer, ———; conductor, ———.

March 8th.—Abram Johnson, brakeman, was slightly injured by overhead bridge at Elizabeth. Engineer, J. W. Gary; conductor, Daniel Sullivan.

March 10th.—William Rath, conductor, had both legs taken off at Phillipsburg yard. Engineer, T. Wallace; conductor, ———.

March 11th.—Edmund Van Scotten, brakeman, was thrown under the cars at Phillipsburg and badly injured. Engineer, William House; conductor, Fred. Richline.

March 11th.—Edward Gleason, engineer P. & R. engine, was slightly injured while taking coal at Jersey avenue coal chutes. Engineer, E. Gleason; conductor, Whitty.

March 12th.—William Cuthbertson, brakeman, had one of his fingers taken off while coupling cars at West Eighth street. Engineer, Foster; conductor, W. H. Cox.

March 13th.—John Rainford, painter at Elizabethport shops, fell from top of car caused by ladder slipping from under him, and slightly bruised.

March 14th.—Marion Sutton, driller, had his right hand badly crushed while coupling cars at Raritan. Engineer, W. Devine; conductor, H. Sutton.

March 14th.—Ralph King and George Jenkins, injured slightly and B. F. Walling's clothes bespattered with mud by mud thrown from an overhead bridge near East 38d street, Bayonne. Engineer, Ralph King; conductor, W. E. Haynes.

March 15th.—S. A. Sloan, employe, fell from shelf to floor, about eight feet, badly injuring hip.

March 15th.—Charles McCarthy, conductor, had one of his thumbs mashed while cutting cars at Phillipsburg. Engineer, William Kelly; conductor, Chas. McCarthy.

March 15th.—Wm. DeGroot, while picking coal under coal-cars at Port Oram, had both hands badly mashed. Engineer, Josiah Monroy; conductor, James A. Apgar.

March 16th.—Richard Dorsey, driller, had two fingers of right hand slightly bruised while coupling at Jersey City yard (freight). Engineer, — Gesbacker; conductor, Thos. Leahey.

March 16th.—James Gormley, driller, had his arm badly bruised while coupling cars at Newark. Engineer, W. W. Carey; conductor, Alex. Wensch.

March 18th.—Stephen Bockhosh, laborer, had his head cut by nut coming off the engine at Cranford. Engineer, — — —; conductor, — — —.

March 19th.—Samuel Case, while in pit of Phillipsburg coal chutes in night-time, decapitated by engine. Engineer, — — —; conductor, — — —.

March 20th.—Chas. E. Miller, warehouseman, broke his ankle at Fair street freight-house, Newark.

March 22d.—John Cook stepped in front of train at Spring street and was fatally injured. Engineer, G. Neuber; conductor, D. S. Horton.

March 23d.—H. Cartwright, brakeman, had one of his hands injured while coupling cars at Jersey City freight yard. Engineer, G. R. Woodington; conductor, G. F. Ely.

March 24th.—Thomas O'Connell, brakeman, had one of his arms badly injured while coupling cars at Elizabethport yard. Engineer, Joseph Osmun; conductor, Harry Place.

March 25th.—George Wildoner, conductor, had his right leg badly cut by stepping in manhole of tender at Phillipsburg. Engineer, William Taylor; conductor, Geo. Wildoner.

March 26th.—Emma Fickert claims to have sprained her back in getting on car at Spring street, Elizabeth. Engineer, — — —; conductor, — — —.

March 28th.—Timothy H. Berry, conductor, had one of his fingers badly crushed while coupling cars at Elizabethport yard. Engineer, E. Gordon; conductor, Timothy H. Berry.

March 29th.—Michael Gould, night switchman, had one of his legs badly injured by stepping in front of engine at Plainfield. Engineer, Charles Prutzman; conductor, Elmer Reinart.

March 30th.—James Johnson, William Drake, W. J. Vesey and Geo. W. Rowbetham, fireman, while crossing the track with a truck at Newark were struck and slightly injured. Engineer, Samuel Lowery; conductor, Peter Veghte.

March 31st.—James P. Kelly, assistant yardmaster, was badly cut about the mouth while uncoupling cars at Jersey City passenger yard. Engineer, — — —; conductor, — — —.

April 1st.—Jacob Hockenberry, non-employee, was found dead on the track at White House. Engineer, — — —; conductor, — — —.

April 1st.—Duncan MacDonald, lampman, was struck and instantly killed while coming out of lamp-house west of Elmora. Engineer, Fred. Frech; conductor, J. J. Kennedy.

April 4th.—Charles Dickason was struck and slightly bruised about the body while crossing the track at Dunellen. Engineer, Jno. W. Monihan; conductor, Frank H. Bowlby.

April 5th.—Nellie Suydam, while on station platform at North avenue, Plainfield, ran splinter in her foot.

April 6th.—Jerry F. Kelleher, driller, had his left hand badly injured while making a coupling at Jersey City. Engineer, Lindaley; conductor, C. W. Redder.

April 6th.—Andrew Lennox, or Melax, laborer, was struck and instantly killed while trying to cross track in front of train at Bound Brook. Engineer, William Aten; conductor, William E. Case.

April 7th.—Henry Paron, brakeman (P. & R. R. Co.), had finger crushed making coupling at Green Brook, N. J. Engineer, William Nolan; conductor, William Boileu.

April 7th.—John Wilson, carpenter of company, sitting in coach, struck by stone thrown through window at Somerville. Engineer, — — —; conductor, Jos. Ross.

April 9th.—Walter M. Long, brakeman, had one of his thumbs injured while coupling cars at race-track, Elizabeth. Engineer, M. Schiek; conductor, J. Kelly.

April 9th.—S. Van Dyne, baggage-master, was injured while loading baggage at Bound Brook. Engineer, Geo. B. Houston; conductor, J. A. Bedell.

April 10th.—Patrick Reilly, brakeman, sprained his ankle by jumping off box-car at Elizabethport yard. Engineer, Jas. B. Vannatta; conductor, L. Fredenburg.

April 10th.—Ezra B. L. Hankins, brakeman, was struck by overhead bridge at Centreville and badly injured. Engineer, Chas. Ross; conductor, Frank Wilson.

April 10th.—Joseph Lutz, engineer, had both hands scalded, east of Bound Brook, by side-rods breaking and punching a hole in the boiler. Engineer, Joseph Lutz; conductor, W. F. Clark.

April 12th.—Peter T. Snyder, brakeman, had one of his hands badly injured while coupling cars at Raritan. Engineer, Beck; conductor, J. Tracy.

April 13th.—John Costello, hose-cutter, had one of his fingers injured while coupling cars at Jersey City. Engineer, ———; conductor, ———.

April 13th.—Martin Neafsey, driller, was badly injured at Elizabethport yard by falling in front of some cars. Engineer, Mer-  
taugh; conductor, Daniel Sullivan.

April 13th.—Frank McDonough, driller, was badly injured while making a coupling at Jersey City freight-yard. Engineer, Fred. Day; conductor, Thos. Leahey.

April 13th.—Rock Custang, section laborer, had foot injured by rail falling thereon at Communipaw.

April 14th.—Ellen Shaughnessy, while walking on track at Lafayette, was struck and instantly killed. Engineer, W. H. Rhodes; conductor, Isaac Blanchard.

April 15th.—Carlo Venere, stealing ride, fell off and was found near Roselle with one arm cut off. Engineer, — — —; conductor, Edward E. Hopkins.

April 17th.—John Gibson, gateman, was struck and slightly injured while unlocking his gates at Bound Brook. Engineer, — — —; conductor, — — —.

April 17th.—Reuben Transue, conductor, had one of his fingers badly bruised while coupling cars at Somerville. Engineer, Jacob S. Rodenbaugh; conductor, Reuben Transue.

April 19th.—Richard Harding, brakeman, was caught and squeezed between engine and coal car at Dunellen yard. Engineer, J. W. Moynihan; conductor, F. A. Bowlby.

April 19th.—John McCandless, passenger, was slightly injured behind the ear by a stone which was thrown through the car window at West Eighth street, Bayonne. Engineer, George Moll; conductor, A. J. Shainline.

April 19th.—Dennis O'Donnell, driller, had his right arm slightly injured while making a coupling at Jersey City freight yard. Engineer, McGhie; conductor, R. Coogan.

April 20th.—John A. Lutz, brakeman, had his head cut by overhead bridge at Elizabeth. Engineer, Joseph Lutz; conductor, L. Parker Titus.

April 20th.—Frank Coleman, inspector, was caught and slightly squeezed about the shoulders while inspecting cars in Jersey City passenger yard. Engineer, Arthur Quaife; conductor, E. Kirk.

April 22d.—Lewis Warrick, brakeman, had one rib broken while coupling cars at Lebanon. Engineer, S. Long; conductor, Howard Fenwick.

April 23d.—James Rush, or Rosso, section laborer, had left foot injured while dumping cars on N. & E. Branch near Great Island. Engineer, J. Tate; conductor, J. Thomas.

April 23d.—Joseph Sweazy, non-employe, was found on the track one and one-half miles west of Bound Brook, dead. Engineer, — — — ; conductor, — — —.

April 24th.—Gioranni Cicihine, non-employe, was struck and slightly injured while walking on the track near Maple Creek, N. & E. Branch. Engineer, — — — ; conductor, — — —.

April 24th.—Mitchell L. Lyman, driller, had his left eye injured while riding a car in float-house, Jersey City yard. Engineer, Day ; conductor, Thos. Leahey.

April 25th.—Richard Savage, brakeman (P. & R. R. R.), torpedoes exploded in his pocket and slightly injured him at Cranford Junction. Engineer, — — — ; conductor, M. Laury.

April 26th.—Thomas Maloney, signalman, had his head badly cut and his right leg broken while trying to board train at Plainfield. Engineer, John Hague ; conductor, Chas. Dodwell.

April 29th.—John Cassa, Daniel Devine, Frank Fallon and John Fallon were injured by an explosion of gas in car No. 233 at Jersey City passenger yard.

April 29th.—C. R. Smith, porter, sprained his ankle by jumping from train at Elizabethport. Engineer, Newber ; conductor, Fred. Veghte.

April 29th.—Daniel McGrail (boy) was fatally injured while jumping on and off freight cars at West Eighth street, Bayonne. Engineer, Shriver ; conductor, Meyers.

May 1st.—John Gibbons, brakeman, had his arm crushed while making a coupling at Port Johnston. Engineer, Henry Klein ; conductor, John Smith.

May 2d.—William Burns, non-employe, sitting on end of south E. & P. bridge over Delaware river, struck by L. & H. engine and fatally injured, at Phillipsburg. Engineer, George Schaffer ; conductor, A. G. Herrick.

May 5th.—Jacob Wenzell, non-employee, was struck and slightly injured while crossing the track at Roselle. Engineer, McClaren; conductor, C. Dodwell.

May 5th.—Harvey S. Allen, brakeman, was badly injured by falling under the cars near Bloomsbury. Engineer, Mat. Gibney; conductor, P. E. Connelly.

May 5th.—Mary Kenna, passenger, had her neck slightly bruised by a stone being thrown through the car-window near Asbury. Engineer, William Miller; conductor, J. R. Day.

May 6th.—Michael Gould, brakeman, had his wrist injured while throwing switch, at Bound Brook yard. Engineer, H. Whitenack; conductor, Arthur Jeffrey.

May 6th.—James McFerman, inspector, while in caboose at Centreville, engine struck same and knocked him senseless. Engineer, H. Meick; conductor, A. Taylor.

May 9th.—Samuel Kichline, brakeman, had one finger of right hand injured while throwing switch, in Jersey City passenger yard. Engineer, Charles Geshel; conductor, A. B. Apgar.

May 10th.—George Gollock, driller, had one of his hands severely injured while coupling cars at Elizabethport yard. Engineer, Emil Toda; conductor, James Hastings.

May 10th.—F. C. Mulvelhill and W. C. Creamer, passengers, were slightly injured by a stone being thrown through the car-window at Elizabeth. Engineer, F. Cobson; conductor, B. J. Bullock.

May 10th.—Phillip Connors and Joseph Sutphen were struck and slightly injured while driving across the track at Raritan. Engineer, H. Wisel; conductor, W. W. Barnes.

May 10th.—Edward Glots, boy, had his right foot taken off while trying to board coal train at East Twenty-second street, Bayonne. Engineer, John Phillips; conductor, Charles Hines.

May 11th.—Robert Elliott, brakeman, had one finger of right hand mashed while coupling cars at Jersey City. Engineer, William Gorman; conductor, T. J. Finley.

May 11th.—James P. Durkin, driver, had his foot badly injured at Elizabethport yard while trying to jump on engine. Engineer, Thomas Bowe; conductor, Daniel Sullivan.

May 12th.—B. McMahon, engineer, had his ankle sprained by jumping from engine at Cranford. Engineer, B. McMahon; conductor, Richard Fegley.

May 15th.—Patrick Reynolds, car inspector, was slightly injured while descending from the top of box-car at Elizabethport. Engineer, Joseph Osmun; conductor, Harry Place.

May 15th.—Daniel Fallon, driller, had one finger of right hand slightly bruised while coupling cars at Somerville. Engineer, William Devine; conductor, M. Sutton.

May 15th.—Michael Callahan, laborer, had skull fractured by shovel falling from hands of fellow workman at Port Johnston.

May 17th.—John Quinn, brakeman, had his left leg taken off while crossing track at Port Liberty coal yard, Jersey City. Engineers, Geo. Headden and C. Keeman; conductors, Geo. Owens and R. Porter.

May 18th.—Peter Smith, an outside employe on Avenue A, Bayonne bridge, fell therefrom to track, but only slightly injured. Engineer, Lloyd Clarke; conductor, J. W. Van Houten.

May 19th.—Edgar A. Dibble, engineer, was struck and injured internally while inspecting engine at Phillipsburg yard. Engineer, ———; conductor, ———.

May 19th.—Theodore Robinson, non-employe, was struck and killed while walking on the track at North Branch. Engineer, ———; conductor, ———.

May 20th.—Owen Ritter, brakeman, had thumb of left hand crushed while coupling cars at Phillipsburg. Engineer, B. S. Reading; conductor, Milton Weller.

May 20th.—George Latham, non-employe, was cut about the head and otherwise injured while trying to jump on coal train at Junction. Engineer, — — — ; conductor, — — — .

May 20th.—Cornelius McCarthy had his left arm and hand injured by jumping from train at West Eighth street, Bayonne. Engineer, M. Moynihan ; conductor, G. G. Brokaw.

May 22d.—Jas. Shanahan, employe, while dumping a car at Port Johnston fell from car to pier, injuring arm.

May 23d.—John or Jacob Adams, brakeman, fell from train to track and right ankle injured at Green Brook. Engineer, — — — ; conductor, — — — .

May 24th.—W. C. Hutchins was injured about the ribs while boarding moving train at Jackson avenue. Engineer, H. Jones ; conductor, G. K. McVey.

May 25th.—George Bannon, driller, had his arm slightly squeezed while making a coupling at Jersey City freight yard. Engineer, J. McGee ; conductor, Richard Coogan.

May 25th.—Lemuel Barber, brakeman, was injured about the breast while making a coupling at Morris County Junction. Engineer, R. A. Shaffer ; conductor, Thomas Allen.

May 27th.—Julian Sutphen (boy) had his left hand crushed while jumping from train at Plainfield. Engineer, William Miller ; conductor, Jno. R. Day.

May 29th.—Louis Pheffer, brakeman, had hand bruised coupling cars in Jersey City yard. Engineer, H. Siegfried ; conductor, Michael Hennesy.

May 30th.—John H. Brown, passenger, had his cheek slightly cut by a stone being thrown through the car window at Newark. Engineer, E. Huff ; conductor, J. L. Soden.

May 31st.—Isaac Blanchard, conductor, injured his right hip and ankle by falling from the engine at Arlington avenue. Engineer, William Rhodes ; conductor, Isaac Blanchard.

June 1st.—James F. Somerson, non-employe, had his face and head cut by over-head bridge at Asbury. Engineer, Isaac Miller; conductor, Whitfield Barber.

June 2d.—John C. Mendenbach, brakeman, had mouth injured by pole which was being used to push car and slipped in Jersey City yard. Engineer, John Wm. Rhodes; conductor, Joseph August.

June 2d.—Daniel Barrington (boy) had his left leg and both hands badly mangled while jumping on coal train at Communipaw. Engineer, Jacob Brownmiller; conductor, Michael O'Hara.

June 2d.—A. E. Gilbert, brakeman, sprained his ankle by jumping from the engine at Constable Hook. Engineer, Frank Maxwell; conductor, John Kenny.

June 3d.—George Abbey, foreman, sprained both ankles by jumping from the engine at Newark. Engineer, William Carey; conductor, — — —.

June 4th.—George Collard, flagman, in some way fell and fractured leg at Elizabeth. Engineer, — — —; conductor, — — —.

June 5th.—Isaac Skeits, or Steits, hostler, was struck and injured about the legs in Centreville yard. Engineer, Matthew McDonald; conductor, — — —.

June 5th.—J. Wildoner, engineer, and Frank Kirkendall, fireman, were badly injured in a collision between Valley and Asbury. Engineer, J. Wildoner; conductor, — — —.

June 5th.—Patrick J. Hennesy, driller, was caught and slightly squeezed while coupling cars in Elizabethport yard. Engineer, Henry Wolfsane; conductor, Richard S. Moher.

June 5th.—J. C. Schaeffer, passenger, had two fingers bruised by window falling on them at West Side avenue. Engineer, — — —; conductor, — — —.

June 6th.—Miss A. Fisher, passenger, fell and slightly injured her arm and shoulder while getting off the train at Plainfield. Engineer, B. Flynn; conductor, S. I. Johnston.

June 6th.—John Nolan, conductor, and John Flannery, brakeman, were injured while drilling cars in Jersey City freight yard. Engineer, George Rose; conductor, John Nolan.

June 7th.—George Greenwood, non-employee, was struck and badly injured by a drill engine while sitting on the track at Elizabethport. Engineer, C. Murtaugh; conductor, James Coogan.

June 8th.—Silas Brown, colored, had his left foot taken off by stepping in front of engine near Roselle. Engineer, W. H. Wetton; conductor, William Sopers.

June 8th.—Charles Vogel, brakeman, had his right leg badly mashed by falling from some coal cars at Manufacturers Branch, Newark. Engineer, John McKinson; conductor, John J. Feeley.

June 9th.—Andrew Stwanek, passenger, was badly injured by jumping from the train at Somerville. Engineer, — — —; conductor, Tuck.

June 9th.—Peter B. Young, brakeman, had the second finger of his left hand badly mashed while coupling cars at Annandale. Engineer, John Campbell; conductor, W. H. Herkimer.

June 9th.—A. Frick, employee, fell and badly injured his head while getting off train at Bay Bridge. Engineer, Mulford; conductor, William H. Cox.

June 9th.—J. C. Schaefer had two middle fingers of his left hand badly bruised by car window falling on them at West Side avenue. Engineer, — — —; conductor, J. L. Soden.

June 10th.—John Swartz, driller, sprained his ankle while trying to board a train in Jersey City freight yard. Engineer, Lewis; conductor, Frank A. Boyd.

June 10th.—Joseph Hill, painter, had leg broken by scaffold falling at Bridge No. 225, Newark.

June 10th.—R. Stage & Sons' wagon damaged and John Henshaw, driver, injured in Jersey City freight yard in collision with an engine. Engineer, — — —; conductor, — — —.

June 12th.—Richard Hoy, non-employee, was struck and injured about the head while crossing the track at Elizabethport. Engineer, L. Everitt; conductor, Minard A. Knapp.

June 11th.—H. Schanck, passenger, had left forefinger hurt by torpedo exploding on track in Jersey City station. Engineer, Joseph Regan; conductor, C. W. Keyser.

June 13th.—William Van Winkle (boy) had his left knee and badly injured while riding on some cars that were being drilled at West Bergen. Engineer, William Rhodes; conductor, Joseph August.

June 13th.—Frederick Miller, deck hand, had ankle bruised in getting same in tow-line of the tug "Bayonne" while shifting a float at Jersey City.

June 14th.—John R. Johnson, clerk in employ of company, toes cut off by being run over; supposed to have fallen while trying to get on moving coal train at Plainfield. Engineer, — — —; conductor, — — —.

June 18th.—John Simmons, passenger, was badly cut about the head by jumping from the train at Newark. Engineer, J. Wakely; conductor, E. A. Jeffries.

June 18th.—Michael Sullivan, brakeman L. & W. B. Co., had one of his feet badly injured while making a coupling at Port Johnston. Engineer, Cline; conductor, Burns.

June 22d.—James Houston, machinist in Phillipsburg shop, had end of finger cut by being caught between casting and drill-box, which he was working.

June 23d.—W. Conway, brakeman, had his head badly cut while descending from top of box-car at Hampton yard. Engineer, W. S. Morrison; conductor, R. Fegley.

June 23d.—W. C. Pearson, passenger, had his face and neck slightly scratched by a piece of stone ballast striking the car window at East 49th street, Bayonne. Engineer, Tice; conductor, L. C. Hurtt.

June 24th.—John Corkery, brakeman, was caught and squeezed about the hips while coupling cars at junction. Engineer, John Everitt; conductor, Stewart Stillman.

June 25th.—Patrick McNally, brakeman, while in between cars to get pin, was struck on shin by hose and bone of leg punctured at White House. Engineer, A. F. Shedd; conductor, L. Parker Titus.

June 27th.—Patrick Buckley, car cleaner, was struck and injured about the shoulders while cleaning cars at Jersey City. Engineer, Mulford; conductor, Cox.

June 28th.—Jerome B. Campbell, brakeman, had his right arm and hand badly mashed while coupling cars at Hampton. Engineer, J. J. Campbell; conductor, W. H. Berkheimer.

June 28th.—James Crystal, truckman, had his back injured while standing between two cars at Jersey City freight yard. Engineer, Neal Duncan; conductor, John Doherty.

June 28th.—Mrs. J. B. Hopkins, in going off boat at Jersey City, stubbed her toe and fell on bridge, injuring leg and chest.

June 28th.—William Wilson, brakeman, while handling ice at High Bridge, slipped on a piece thereof and hand badly cut by going through window. Engineer, Joseph Lutz; conductor, J. R. Day.

June 29th.—George H. Wenke, fireman, and William B. Appleton, brakeman, injured in jumping from runaway engine at Jersey City. Engineer, — — —; conductor, — — —.

June 29th.—John Lether, a person running to catch train at Elizabethport, tripped and fell, cutting forehead. Engineer, P. T. Doyle; conductor, A. P. Hetfield.

July 1st.—Thomas Powers was caught between the cars at Port Johnston and seriously injured. Engineer, A. Kirkendall; conductor, William Kenah.

July 2d.—Stephen J. Ratel and C. C. Stevens, employes of Horse Car Co., and Lizzie Murphy, passenger, injured by collision of car with coal train, 2d street and Port avenue, Elizabeth. Engineer, — — —; conductor, — — —.

July 3d.—A. F. Griffin was slightly injured while trying to board train in motion at Elizabeth. Engineer, F. Wynkoop; conductor, M. L. Rarick.

July 4th.—Joseph Simmons was fatally injured while trying to board L. V. coal train at Elizabeth. Engineer, — — —; conductor, — — —.

July 4th.—E. F. Weeks, passenger, had the second finger of his left hand mashed by the window falling on it at Elizabethport. Engineer, R. Mulford; conductor, W. E. Dilts.

July 5th.—Mrs. John Cassidy, passenger, had her eye injured by a piece of coal coming through the window at Communipaw. Engineer, M. Monnihan; conductor, G. G. Brokaw.

July 7th.—Cornelia Pasquale (girl) was struck and killed on track at Somerville. Engineer, Chapman; conductor, H. Staats.

July 7th.—Jacob Koerke (boy) was struck and instantly killed while running across the track at East Brills Junction. Engineer, William Bennett; conductor, M. A. Knapp.

July 7th.—William Finley, car inspector, was bruised about the shoulders and head whilst inspecting cars at Fiddlers Green, Jersey City yard. Engineer, Amos Albright; conductor, George Wilke.

July 8th.—George Whalen, conductor, sprained his ankle by jumping from gondola car at Port Johnston. Engineer, ———; conductor, George Whalen.

July 9th.—James Brady, in attempting to get on a moving train at Elizabeth, slipped and fell, and was slightly injured. Engineer, Samuel Lowery; conductor, William P. Hibler.

July 11th.—Harry Lutz, (boy) had his left foot badly mashed while riding on coal train at Phillipeburg. Engineer, ———; conductor, ———.

July 11th.—Richard Sick, driller, had his thumb badly crushed while coupling cars at Elizabethport. Engineer, Chas. Hodge; conductor, George E. Gerard.

July 11th.—John J. Wilson had two toes injured by piece of timber falling thereon in lumber yard, Jersey City.

July 11th.—Stephen Quinn, brakeman, fell off top of car and slightly injured at Jersey City. Engineer, ———; conductor, ———.

July 13th.—Reuben Murren, brakeman, had the end of his thumb taken off while coupling at Glen Gardner. Engineer, John Campbell; conductor, W. H. Berkhimer.

July 13th.—Michael Ralph, brakeman, was struck and injured about the neck and head in Jersey City freight yard. Engineer, Butler; conductor, George F. Redder.

July 14th.—William Sniter, passenger, was badly injured by jumping or falling from train at Jersey City. Engineer, James Powell; conductor, Marshall Henry.

July 17th.—William C. Hamilton, driller, had his fingers crushed while uncoupling cars at Elizabethport yard. Engineer, Charles F. Hodge; conductor, George E. Gerard.

July 17th.—Peter Bloom, brakeman, had his hand crushed at Bloomsbury while coupling cars. Engineer, C. A. Wilson; conductor, James B. Kenna.

July 17th.—A. E. Gilbert, brakeman, had the end of one of his fingers taken off while coupling cars at Bergen Point. Engineer, William Cooper; conductor, Harold Thatcher.

July 18th.—George Allen was slightly injured by a piece of coal falling from the tender while he was working on Bay Bridge. Engineer, William Aten; conductor, J. W. Sanborn.

July 19th.—Johannah Parrow was struck and instantly killed while picking coal at Elizabeth yard. Engineer, J. S. Rodenbaugh; conductor, Reuben Transue.

July 19th.—John Valantha, employe at lumber yard, Jersey City, thrown from car by slipping of plank; head and shoulder injured.

July 21st.—Charles Rogers, engineer, was struck by a signal post and cut over his left eye at Hampton. Engineer, Charles Rogers; conductor, W. W. Barnes.

July 21st.—W. H. Hawes had his left knee slightly injured while trying to board moving train at Jersey City. Engineer, Henry O. Kitchledge; conductor, Richard Mack.

July 22d.—Chris. Hansen was struck and slightly injured while crossing the track at Perth Amboy. Engineer, N. McBratton; conductor, G. K. Deane.

July 22d.—William Brown, inspector, in running a wheelbarrow, tripped and fell over it, injuring chest, at Jersey City.

July 24th.—John Harding, freight handler, was slightly injured about the head while crossing the track in front of train at Plainfield. Engineer, George Jackson; conductor, W. F. Jones.

July 24th.—Patrick Brown, non-employe in Lawrence street yard, Newark, fell from load of bark and run over across chest and thigh. Engineer, ———; conductor, ———.

July 24th.—A. Grooby, operator, cut on nose by glass from car window broken by a stone at North Branch. Engineer, ———; conductor, ———.

July 27th.—W. C. Pearson, passenger, finger bruised by being struck by a stone thrown through open window at Ferry street, Newark. Engineer, — — —; conductor, J. Dodwell.

July 29th.—William Crawford was found near Plainfield with one leg off and badly cut about the head. Engineer, — — —; conductor, — — —.

July 29th.—William Higley, brakeman, was slightly injured in a collision at Communipaw. Engineer, Thomas Connors; conductor, E. R. Edick.

July 29th.—William Herman, employe, had toe injured by a stick of lumber falling thereon in lumber yard, Jersey City.

July 30th.—William Wilson (one-legged man), non-employe, while trying to board train at Plainfield, had his remaining foot crushed. Engineer, Peter Quick; conductor, Louis Fredenburg.

July 31st.—Joseph Aschenbach, brakeman, had the little finger of his right hand mashed at Avenue yard. Engineer, John Flynn; conductor, U. Myers.

August 1st.—Carl McKenzie, brakeman, sprained his ankle while placing cars on the track at Newark. Engineer, Mallick Schiek; conductor, Ellsworth Chadwick.

August 1st.—Marion Timbrook, fireman, in coupling cars had one finger broken and one bruised, at Tremley. Engineer, Geo. Cameron; conductor, Nelson Reily.

August 2d.—Mrs. Rachel Kory, passenger, was slightly injured by a stone being thrown through the car window at Elizabethport. Engineer, Lloyd Clarke; conductor, J. W. Van Houten.

August 2d.—James McGeary, stealing a ride, jumped from coal train at Green Brook and was fatally injured. Engineer, F. Wynkoop; conductor, Phil. Backer.

August 3d.—Richard Dorsey, brakeman, had his back slightly injured while making a coupling at Jersey City freight yard. Engineer, Hull; conductor, Frank A. Boyd.

August 3d.—Joseph Brisker, section man, received a severe scalp wound by a piece of coal falling from passing train, west of Bound Brook. Engineer, Creedon; conductor, Knouff.

August 4th.—George W. Lake, brakeman, was slightly injured at Minnisink by brake chain giving way. Engineer, Rudolph A. Shaffer; conductor, William W. Beavers.

August 4th.—John Glesky was struck and fatally injured at Communipaw Junction. Engineer, James Powell; conductor, M. H. Henry.

August 4th.—Mrs. Fred De Bonneville slipped and fell down stairs, at Jackson avenue, injuring right leg.

August 9th.—John Madel, tramp, had his right leg broken by some coal trains coming together at Hampton yard. Engineer, Thomas J. Bird; conductor, W. H. Startzel.

August 12th.—John H. Morgan, fireman, was slightly injured south of Hopewell Crossing by engine running into herd of cattle. Engineer, Rudolph A. Shaffer; conductor, William W. Beavers.

August 12th.—An unknown man was struck and killed near Elizabeth Creek draw. Engineer, — — —; conductor, — — —.

August 12th.—Paul C. Sellman, boarding train at Avenue A, Bayonne, had three fingers mashed by lever of coupler striking hand. Engineer, John Mahony; conductor, Robert Carr.

August 14th.—George Long, brakeman, sprained foot while getting off train at Bound Brook. Engineer, P. W. Snyder; conductor, John Johnson.

August 15th.—L. E. Fishthorn, passenger, struck on shoulder by a stone thrown through window of coach near Jersey City. Engineer, — — —; conductor, W. J. Korndoefer.

August 16th.—Unknown man (a tramp) walked through acid spilled in wreck at North Branch and considerably burned.

August 17th.—John H. Cole, in walking railroad track from Elmore to Elizabeth, fell through bridge at Bayway and was injured.

August 19th.—Michael Mack, section man, was struck and instantly killed at Phillipsburg yard. Engineer, J. Fleet; conductor, M. B. Wilson.

August 21st.—John Hill, fireman, was badly scalded between Westfield and Fanwood. Engineer, Thomas Connors; conductor, Benjamin A. Clemens.

August 21st.—George Benson, found on track at First avenue crossing, Elizabeth; supposed to have jumped or fallen from train and slightly injured.

August 21st.—George W. Morris, brakeman, head injured by striking over-head bridge at Perth Amboy. Engineer, ———; conductor, ———.

August 22d.—James Garrigan (boy) was struck and instantly killed at Brills. Engineer, E. Huff; conductor, J. L. Soden.

August 23d.—Henry Stahl, non-employe riding on coal train, in getting off, fell and injured back at Annandale. Engineer, T. G. Hartyell; conductor, Dennis Holley.

August 23d.—Edward Wilson, non-employe, in attempting to board moving coal train, fell and foot was run over, rendering amputation necessary, at Bound Brook. Engineer, ———; conductor, ———.

August 25th.—Peter H. Apgar, brakeman of Rockaway Valley R. R., struck on track and fatally injured at White House. Engineer, Joseph Lutz; conductor, D. T. Funk.

August 26th.—C. J. Weimer, brakeman, had his hand badly injured while coupling cars at Bound Brook. Engineer, John Powelson; conductor, John Tracy.

August 26th.—Andrew Lashey, laborer, had right eye injured so as to have to be removed, by piece of stick striking it in Elizabethport yard.

August 27th.—William Rosenberger, passenger, had the toes of his left foot injured from moving train at Elizabethport. Engineer, Davis; conductor, George Terrill.

August 29th.—John Kelly, brakeman, had his foot mashed while jumping on train at Glen Gardner. Engineer, James M. Hance; conductor, John Banghart.

August 30th.—William J. Shipman, brakeman, had his hand bruised at Bayonne by end sill of coach pulling out. Engineer, B. S. Moore; conductor, John Kenny.

August 31st.—Mrs. Mesick, passenger, was slightly injured near Aldene by car window breaking. Engineer, — — —; conductor, W. E. Haynes.

August 31st.—Frank Behring, fireman, had his toes injured at coal chutes, Fiddlers Green, by engine passing over them. Engineer, S. L. Jones; conductor, — — —.

August 31st.—E. J. McCarthy, P. & R. brakeman, had his right hand injured while making a coupling at Elizabethport. Engineer, R. H. Kingston; conductor, G. F. Ely.

August 31st.—John McHann, flagman, was cut above the eye at Lawrence street crossing, Newark, by standing too close to the track. Engineer, Beck; conductor, W. P. Hibler.

September 2d.—William C. Hamilton, driller, had his hand mashed while coupling cars at Elizabethport. Engineer, Charles F. Hodge; conductor, George E. Gerard.

September 2d.—John Kiley, brakeman, had his right shoulder injured while making a coupling at Claremont. Engineer, Hull; conductor, — — —.

September 2d.—Patrick Brennan, struck on track at Elmora and killed. Engineer, P. Hassell; conductor, J. C. Anness.

September 6th.—Patrick Keenan, driller, had his right hand badly injured while uncoupling cars at Avenue yard. Engineer, Charles F. Hodge; conductor, George E. Gerard.

September 6th.—Frank Meehan, conductor, had his left hand badly injured while coupling cars at Jersey City freight yard. Engineer, Henry Siegfried; conductor, Frank Meehan.

September 8th.—Jacob Spencer, engineer, was struck by L. V. engine while walking the track in Phillipsburg yard and injured about the head and legs. Engineer, Isaac Pixley; conductor, Joe Kepper.

September 8th.—Daniel J. Adams, non-employee, had his toes mashed while stealing a ride at Bound Brook. Engineer, George Oliver; conductor, Thomas Hill.

September 8th.—Frank Edmonds, brakeman, had his hand injured while coupling cars at Plainfield. Engineer, John Hill; conductor, B. W. Colwell.

September 9th.—Thomas A. Sheridan (boy), non-employee, had his great toe mashed, rendering amputation necessary, while sleeping too close to the track at Carteret. Engineer, C. Foster; conductor, Stokes.

September 9th.—Fred. Smith, section laborer, had foot mashed so that one toe had to be amputated, by rail falling thereon, at Somerville.

September 11th.—Eugene Knapp, brakeman, had his head mashed while coupling cars at Neshanic. Engineer, Thomas Bradshaw; conductor, J. E. Hess.

September 14th.—J. E. Hess, conductor, injured about the face and internally, caused by train parting and running together at Dunellen. Engineer, Thomas Bradshaw; conductor, J. E. Hess.

September 14th.—Sophia Creamer, aged 14, struck and fatally injured at Brills by a coal car pushed over her by boys.

September 16th.—Harry Ungerer, passenger, had side injured by water-cooler overturning on him at Communipaw.

September 16th.—Mrs. Mary Kenny, in getting off of car of train standing at Elizabeth, tripped or slipped and fell, spraining leg.

September 18th.—Clarence H. Hawk, brakeman, had one of his fingers mashed while cutting off caboose at Phillipsburg yard. Engineer, W. T. Ward; conductor, S. Fishbaught.

September 19th.—Clarence White, passenger, had his cheek slightly injured by being thrown against the door frame as the train came into Jersey City passenger station. Engineer, C. Ross; conductor, A. Bedell.

September 20th.—John Miller, brakeman, had his left hand badly injured while making a coupling at Phillipsburg. Engineer, William Kelley; conductor, Charles McCarthy.

September 21st.—John Schanck, conductor, had one finger slightly injured in coupling cars at Jersey City yard. Engineer, Ross; conductor, John Schanck.

September 22d.—Thomas Heywood, brakeman, had his arm mashed while coupling cars at Oak Island Junction. Engineer, O. S. Moore; conductor, Edward Donahue.

September 23d.—August W. Miller, brakeman, was struck by a water spout and slightly injured about the head at Cranford. Engineer, Harry Schreiber; conductor, Albert Wildoner.

September 24th.—Michael Gould, brakeman of work train, fell under pilot at Jersey avenue and was fatally injured. Engineer, William Wahl; conductor, Joseph Kelly.

September 29th.—James Leonard, driller, sprained his right ankle by falling from box car at Jersey City. Engineer, F. Wilkinson; conductor, James Shanasy.

September 29th.—John Cannon, non-employee, crossing tracks in freight yard, Jersey City, struck by car and hip injured. Conductor, ———; engineer, ———.

September 30th.—Joseph Lutz, engineer, was badly scalded at junction by water grate bursting. Engineer, Joseph Lutz; conductor, J. R. Day.

October 1st.—James Gallagher, non-employe, jumped from moving train at Fanwood; arm broken and head cut. Engineer, Owen Rudden; conductor, E. C. Evans.

October 2d.—Ferraro Morris, non-employe, was slightly injured in the neck at East 32d street, Bayonne, by a sliver of glass flying from the car window. Engineer, — — —; conductor, W. E. Haynes.

October 4th.—Francis Evans, driller, was injured about the hips while climbing up the side of box-car at Jersey City freight yard. Engineer, N. Duncan; conductor, John Doherty.

October 5th.—An unknown man was found dead on the track at High Bridge. Engineer, Fisher; conductor, — — —.

October 6th.—Lidurk Kobylinski, passenger, was slightly injured in a rear end collision at Great Island Junction. Engineer, J. F. Frech; conductor, J. J. Kennedy.

October 6th.—Walter Conway, brakeman, struck by overhead bridge at Elizabeth, and forehead and ear cut. Engineer, B. McMahon; conductor, Richard Fegley.

October 8th.—Frank Fallon, car cleaner, while carting ice for the use of cars and stations at Jersey City, was struck and quite badly injured. Engineer, George Servis; conductor, E. J. Kirk.

October 9th.—Michael Naman, section laborer, while under a car at West Side avenue, car started and run over him, cutting hip and injuring shoulder. Engineer, — — —; conductor, — — —.

October 10th.—Edward J. Gould, non-employe, struck and killed east of 33d street, Bayonne station, by L. V. train. Engineer, James White; conductor, Martin Cronin.

October 11th.—James Turner, non-employe, in getting on moving coal train at junction, slipped; foot run over and mashed. Engineer, George Fulton; conductor, Harry M. Haggerty.

October 12th.—Robert Mooney, non-employee, in getting on moving coal train at Asbury, slipped, and leg run over, mashing it so badly as to render amputation necessary. Engineer, Peter C. Quick; conductor, James Fredenburg.

October 13th.—John Burley, colored, found on track, at Fanwood, dead, having been killed on track. Engineer, — — —; conductor, — — —.

October 13th.—George Rohn, brakeman, had hand crushed coupling cars at North Branch. Engineer, William Casper; conductor, Alfred Taylor.

October 14th.—W. C. Diffenderfer, conductor of Pullman car, either slipped or fell from steps at Bound Brook, while train was in motion, breaking thumb and injuring temple. Engineer, Jerry Creeden; conductor, Ira F. Knouff.

October 14th.—J. Edward Hess, conductor, head and face cut, caused by a collision between two sections of a parted train at Evona. Engineer, Thomas Bradshaw; conductor, J. Edward Hess.

October 16th.—Camelia Murray, walking track at Plainfield, struck by engine and ankle sprained. Engineer, J. B. Van Natta; conductor, Arthur Rinehart.

October 17th.—Charles Jones, passenger, in going down stairs at Ferry street, Newark, fell and cut his head.

October 19th.—Jacob Anstall, carpenter, had toe mashed by stick of timber falling thereon at Elizabethport shops.

October 20th.—Augustus Hill, painter, had collar bone broken by being caught between Bay draw, on which he was at work and planking.

October 21st.—Charles Mason burned on face and right hand by explosion of gas in parlor car "Munster," at Jersey City yard.

October 22d.—William J. Higley, brakeman, had one finger mashed coupling cars at Jersey City. Engineer, Arthur Bogart; conductor, George Owens.

October 24th.—John Nolen, driller, in stepping from one moving car to another, fell and was run over, injuring leg and internally injured, in Jersey City yard. Engineer, A. Bogert; conductor, George Gooley.

October 24th.—John Subock, section laborer, thrown off hand-car at Elizabeth draw, injuring back, caused by breaking of axle of hand-car.

October 26th.—Mary Wenselberger found on tracks dead at West 8th street. Engineer, Ward; conductor, Wensill.

October 26th.—Mary Hannah Fellows killed on track at Bound Brook while picking coal. Engineer, Frank Wagner; conductor, Walter Chambers.

October 28th.—William Taylor, engineer, was badly burned about the face and hands by lubricator glass breaking at Spring street. Engineer, William Taylor; conductor, W. J. Batdorf.

October 28th.—Joseph Parker (boy), in attempting to get on moving train in Elizabethport yard, had leg cut off. Engineer, C. Roberts; conductor, D. T. Paxon.

October 30th.—Patrick Egan, section laborer, had his left leg taken off while crossing the track in Jersey City yard. Engineer, Hull; conductor, John Quinn.

October 30th.—Charles S. Moore, engineer, was badly scalded at Elizabeth by the water grate bursting. Engineer, C. S. Moore, conductor, Edward Donahue.

October 31st.—Harry E. Paxsons, brakeman, dislocated his ankle by falling from the train at North Branch. Engineer, L. H. Yetter; conductor, Edward E. Hopkins.

October 31st.—Joseph Dingler, brakeman, had his right-hand fingers badly bruised while putting some cars of coal away at Grant avenue. Engineer, John Flynn; conductor, U. Meyers.

October 31st.—Gus Liefer, carpenter, struck by toggle iron while at work on float bridge at Jersey City and slightly injured.

November 2d.—Hiram Mott, brakeman, injured his back by falling from box-car at Carteret. Engineer, Cameron; conductor, Riley.

November 2d.—Daniel McIntosh stepped in front of train at Bay Bridge and was instantly killed. Engineer, H. McClaren; conductor, G. T. Hodge.

November 2d.—William Riker, section laborer, had finger mashed by rail overturning on same at Edison.

November 3d.—James Camp, brakeman, was badly injured about the head and legs by falling from a freight car at Perth Amboy. Engineer, Michael Kennedy; conductor, Ezra Queen.

November 3d.—James McCarthy, brakeman, sprained his ankle while stepping from the engine at Jersey City freight yard. Engineer, George Ward; conductor, J. Sutliff.

November 3d.—James Burns, brakeman, had his right hand crushed while coupling cars at East 22d street, Bayonne. Engineer, Fred. Paulmenn; conductor, Martin Colahan.

November 6th.—Nathan Warman, conductor, had his right arm injured while coupling cars at Bound Brook. Engineer, Charles Schroll; conductor, Nathan Warman.

November 7th.—Owen Geogan sprained his ankle while trying to jump on train at Elizabethport. Engineer, R. Mulford; conductor, W. E. Dilts.

November 9th.—Michael O'Brien, brakeman, fell under train near Elizabethport, and had both legs taken off; died same day. Engineer, A. C. Schanck; conductor, George W. McClary.

November 10th.—Wilson Rex, brakeman, broke two ribs by falling from box-car at Flagtown. Engineer, Thomas Bradshaw, conductor, G. E. Hess.

November 10th.—Bray Freeman was instantly killed and Louis Whying was badly injured, while trying to cross the track in front of an express at Elizabeth. Engineer, G. Neuber; conductor, D. S. Horton.

November 18th.—John Schult was found dead on the track near Brills Junction. Engineer, ———; conductor, ———.

November 18th.—William Whalen, non-employe, was struck and injured about the back while standing too close to the track at Elizabeth. Engineer, C. S. Moore; conductor, Edward Donohue.

November 18th.—Bernard Feeny, laborer, in section gang at Elizabeth, had head cut by a wrench falling from telegraph pole in hands of Western Union Telegraph Co.

November 18th.—Nathan Warman, conductor, had thumb mashed coupling cars at Bound Brook. Engineer, Chas. Schroll; conductor, Nathan Warren.

November 21st.—John R. Kelleher, brakeman, was struck and badly injured at Newark. Engineer, Henry Jones; conductor, George K. McVey.

November 24th.—S. Fishbaugh, brakeman, was badly injured in a rear end collision near North Branch. Engineers, M. Gibney; L. F. Miller; conductors, J. Dougherty and J. E. Hentz.

November 24th.—Walter E. Wilson, brakeman, injured his cheek while making a coupling in Jersey City freight yard. Engineer, Hess; conductor, M. E. Williams.

November 24th.—An unknown man was found dead on the track near Elizabethport, on Newark and Elizabeth Branch. Engineer, P. Schuyler; conductor, Frederick King.

November 25th.—Henry Schaffer, brakeman, was thrown from the engine at Constables Hook and badly injured. Engineer, Michael McTague; conductor, Thomas Barrows.

November 26th.—Warren H. Mallory, Lehigh Valley engineer, was killed, and Thomas Joiner, Pennsylvania R. R. engineer, was badly injured in a collision between a Lehigh Valley R. R. train (coal) and a Pennsylvania R. R. freight train near Perth Amboy. Engineers, Warren H. Mallory and Thomas Joiner; conductors, James F. Day and J. W. Grulb.

November 27th.—Mrs. Mary English, of Netherwood, N. J., was struck and killed near that point. Engineer, B. Munn; conductor, ———.

November 28th.—Chas. Graff was struck and killed while standing too close to the track on McWhorter-street bridge, Newark. Engineer, P. Schuyler; conductor, Fred. King.

November 28th.—James McIlroy (tramp), walking on track, struck by engine and killed at Raritan. Engineer, Jerry Goodwin; conductor, D. T. Funk.

December 1st.—Michael Barrett, topman, L. & W. B. C. Co., had his left leg badly injured between the cars at Port Johnston. Engineer, John Magee; conductor, John Smith.

December 1st.—Ellery Robbins and wife, in walking track, slipped or walked off track, falling to roadway below, bruising them badly, at Bloomsbury. Engineer, Thomas Cody; conductor, W. F. Clark.

December 2d.—An unknown man, supposed to be a tramp, was killed in Bound Brook yard. Engineer, Charles Houston; conductor, C. Powell.

December 2d.—John T. Neafsey, driller, had his arm injured while coupling cars at Elizabethport. Engineer, John Harrington; conductor, George E. Gerard.

December 3d.—Jerry Saxton had his foot badly crushed while stealing a ride on train near Fanwood. Engineer, Jerry Splane; conductor, E. J. Smith.

December 3d.—Engineer F. H. McPeck, Miss Lytle, of 23 Ferguson street, Newark, N. J., and F. Witt, of 66 Springfield avenue, Newark, were injured in a rear-end collision, near Oak Island Junction. Engineers, P. Schuyler and F. H. McPeck; conductors, A. H. Jacobus and William Brown.

December 4th.—Samuel B. Van Arsdale, watchman in Hampton yard, fell striking end of tie, and falling in ditch received injuries from which he died.

December 6th.—Morris Daley, section laborer, was struck and killed at Plainfield. Engineer, John W. Monihan; conductor, F. A. Bowlby.

December 6th.—Richard Hughes, non-employee, was struck and slightly injured while trying to cross the track in front of train at Dunellen. Engineer, — — —; conductor, — — —.

December 8th.—John Oliphant, employee, piece of iron fell on his foot slightly injuring him, at Elizabethport shops.

December 9th.—John B. Howard, non-employee, had his left arm crushed while trying to board moving coal train at Somerville. Engineer, — — —; conductor, — — —.

December 9th.—Hollie Emmons, laborer, while unloading old ties at Lake Hopatcong, had his arm broken by being caught between derrick car boom and top of rack. Engineer, — — —; conductor, — — —.

December 11.—Ben Frey, driller, had his arm injured while coupling cars at Elizabethport yard. Engineer; Dennis Donovan; conductor, John J. Berry.

December 12th. Daniel A. Strauser, driller, was severely squeezed while coupling cars in Jersey City yard. Engineer, J. Dunham; conductor, E. D. Losey.

December 12th.—Thomas Culkin, of Brooklyn, N. Y., was struck and seriously injured while walking on the track near Greenville. Engineer, E. Mahoney; conductor, A. G. W. Morris.

December 13th.—John C. Anderson, driller, had his arm severely bruised while coupling cars in Elizabethport yard. Engineer, Henry Wolskill; conductor, James Coogan.

December 14th.—John Hansel brakeman, had his thumb mashed while coupling cars in Jersey City freight-yard. Engineer, Peter Beers; conductor, W. Barber.

December 16th.—Francis A. Evans, driller, had his right hand crushed while making a coupling in Jersey City freight-yard. Engineer, D. Mattis; conductor, August Weaver.

December 16th.—Harry J. Hull, machinist, had big toe mashed at Elizabethport shops by axle falling thereon.

December 18th.—Andrew or Edgar Worman, a boy 13 years of age, fell from coal train near Glen Gardner and was instantly killed. Engineer, C. Hodges; conductor, P. E. Connelly.

December 19th.—Adolph Phillippi, foreman, Singer's yard, Elizabethport, knocked down by car on their tracks and slightly injured. Engineer, Wm. H. Koonse; conductor, John J. Boyle.

December 20th.—Andrew Crater, conductor, had one of his legs badly mashed between the cars at High Bridge. Engineer, Splane; conductor, Andrew Crater.

December 23d.—Edward H. Smith, non-employee, while leaning out of baggage-car door was knocked from the train and severely bruised. Engineer, James Wilson; conductor, Ed. S. Kline. Occurred at Three Bridges.

December 23d.—Edward Spencer or Shannon, of Philadelphia, was badly injured by jumping from the train at Cranford Junction. Engineer, Peter Stroble; conductor, James McGowen.

December 25th.—Frank Lake, gateman or flagman at Jersey avenue, Jersey City freight-yard, was struck on forehead by stone thrown by unknown person and slightly injured.

December 25th.—Thos. Kinney, baggage-master, in running to catch train, came in collision with crossing-gate and knocked down and slightly injured at White House. Engineer, Neil Weisell; conductor, L. Parker Titus.

December 26th.—Samuel Jones, while crossing the track with a horse and wagon at North Branch was struck and instantly killed. Engineer, Mahone; conductor, Richard Fegley.

December 26th.—Fannie Buckheisler claims to have been injured in stomach by the closing of gate on bridge-float, Jersey City.

**RAILROAD AND CANAL REPORTS. 91**

**December 28th.—L. W. Tatham, non-employe, was injured at Roselle by attempting to board train after it had started. Engineer, Barney Flynn ; conductor, Chas. Dodwell.**

**December 30th.—An unknown man was struck and instantly killed while crossing the track at Elizabethport. Engineer, Smith Watson ; conductor, P. Van Arsdale.**

## CHESTER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$98,500 00
Bonded debt .....	100,000 00
Floating debt.....	27,953 00
Cost of road and equipments ..	\$226,400 53

The road extends from Chester Junction to Chester, a distance of ten and two-hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of seven per cent. on its bonds, and its operations are included in the report of said company.

It is operated by the Delaware, Lackawanna Western R. R. Co. as lessee of the Morris and Essex R. R. Co., and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, ss.—Frederick H. Gibbens, being duly sworn, on his oath says, that he is treasurer of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 6th day of February, A.D. 1894.

W. B. CARDOZA,  
Notary Public, No. 145, New York County.

**RAILROAD AND CANAL REPORTS.**

**93**

**Dividends paid during the year 1893, and how paid—No dividends.**

**Post-office address of this company, No. 26 Exchange Place,  
New York City, N. Y.**

**ACCIDENTS.**

**None.**

## COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$66,050 00
Bonded debt—Amount of authorized issue:	
First mortgage.....\$125,000.00—issued all.	
Second mortgage... 60,000.00— \$4,800.00.	
	\$185,000.00
Total issued.....	129,000 00
Floating debt.....	141,576 50
Cost of road and equipments.....	\$194,648 70

The road extends from Kinkora to New Lisbon, a distance of fourteen and sixteen-hundredths miles. Only ten miles of road operated from Kinkora to Lewistown.

It is leased to the Pennsylvania Railroad Company, at an annual rental of: after deducting all operating expenses, including maintenance of way, interest on equipment, taxes, &c., the balance of receipts, if any, is paid over to the Columbus, Kinkora and Springfield R. R. Co.

It is equipped and operated by the Pennsylvania Railroad Company and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—John Bishop, being duly affirmed, on his affirmation says, that he is president of the Columbus, Springfield and Kinkora Railroad Company,

and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. BISHOP.

Affirmed and subscribed before me this fifth day of February,  
A. D. 1894.

R. H. AARONSON,  
Notary Public.

RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$9,820 11
Income from freight.....	11,747 00
Income from other sources.....	4,847 89
	<hr/>
Total.....	\$26,415 00
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power and contingencies...	\$23,176 73

## CUMBERLAND AND MAURICE RIVER RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$250,000 00
Bonded debt.....	5,000 00
Floating debt.....	26,528 33
Cost of road, equipments and rolling stock.....	\$281,528 33

The road extends from Bridgeton to Long Beach, a distance of twenty-one and twenty-hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Cumberland and Maurice River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 10th day of March, A.D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

### RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was made.

Dividends paid during 1893, and how paid—None.

### ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

**CUMBERLAND AND MAURICE RIVER EXTENSION  
RAILROAD COMPANY.**

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Cumberland and Maurice River Extension Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$15,500 00
Floating debt.....	1,270 33
Cost of road and equipments.....	\$16,270 33

The road extends from the New Jersey Southern Railway, at a point near Bridgeton, to the Cumberland and Maurice River Railroad, a distance of one and twenty-three hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Cumberland and Maurice River Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

**RECEIPTS AND EXPENSES FOR 1893.**

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was made.

Dividends paid during the year 1893, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railroad Company, if any.

## THE DELAWARE AND BOUND BROOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,800,000 00
Bonded debt.....	1,800,000 00
Floating debt—None.	
Cost of road, equipments and appurtenances.....	\$3,589,885 58

The road extends from middle of Delaware river to Bound Brook, New Jersey, and from Trenton Junction to Trenton, New Jersey, a distance of thirty and seven-tenths miles.

It is leased to the Philadelphia and Reading Railroad Company at an annual rental of \$275,000.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Mercer County, ss.—John S. Wise, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this twentieth day of March, A.D. 1894.

THEO. C. MAPLE,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$345,535 33
Income from freight.....	721,094 54
Income from other sources.....	46,889 31
Total.....	<hr/> \$1,113,519 18

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies... \$549,564 93

Dividends paid during the year 1893, and how paid—Four quarterly dividends of two per cent. each in the months of February, May, August and November.

Post-office address of this company, No. 11 West State Street, Trenton, New Jersey; transfer office, No. 240 South Third Street, Philadelphia.

## ACCIDENTS.

January 3d.—C. S. Rapp, employe, injured while setting switch at Pennington. C. S. Rapp, conductor; Frank Banks, engineer.

January 5th.—W. McHale, employe, injured in collision at Ewing. K. Matthews, conductor; R. Fleming, engineer.

January 5th.—Richard Fleming, employe, injured in collision at Ewing. K. Matthews, conductor; R. Fleming, engineer.

January 11th.—David Youngkin, employe, injured by falling between cars at Skillman. K. Matthews, conductor; Patrick Casey, engineer.

February 2d.—James Gillen, employe, injured while coupling cars at Bound Brook. Jas. Culbertson, conductor; Chas. Hight, engineer.

March 4th.—Christopher Waldron, non-employe, injured while driving across tracks at Bound Brook. William Kline, conductor; S. Reese, engineer.

March 14th.—John J. Creedon, employe, injured by falling from car at Hopewell. E. McCarthy, conductor; J. G. Crane, engineer.

March 15th.—George Fetter, employe, injured while coupling cars at Pennington. O. A. Youngkin, conductor; Patrick Casey, engineer.

March 16th.—M. F. Martin, employe, injured while repairing strap on driving wheel at Pennington. O. A. Youngkin, conductor; Patrick Casey, engineer.

April 11th.—Henry B. Shirey, employe, injured while using long hoe in firing at Skillman. H. T. Norton, conductor; H. J. Rippman, engineer.

April 15th.—C. Flaville, employe, injured in collision at Skillman. William Ashton, conductor; S. L. Jones, engineer.

April 15th.—J. J. Hilliard, employe, injured in collision at Skillman. William Ashton, conductor; S. L. Jones, engineer.

April 15th.—Fred. Francis, employe, injured in collision at Skillman. William Ashton, conductor; S. L. Jones, engineer.

April 19th.—John Barlow, employe, injured while coupling cars at Bound Brook. A. B. Nicom, conductor; F. R. Fleming, engineer.

April 26th.—Matthew Hemmel, employe, fatally injured while working on track at Hamilton. C. A. Snyder, conductor; Thos. Reiner, engineer.

April 26th.—Joseph Opolski, employe, injured while working on track at Hamilton. C. A. Snyder, conductor; Thos. Reiner, engineer.

May 4th.—Jas. J. Mullin, employe, injured by being struck by overhead bridge at Weston. Frank Maurer, conductor; Samuel Thackery, engineer.

May 11th.—John Fitzpatrick, employe, fatally injured by being struck by plank thrown by engine at Pennington. B. F. Bullock, conductor; F. Cobson, engineer.

May 17th.—Jas. DeHaven, non-employe, injured in collision at Hopewell. W. J. Whitty, conductor; Harry Buck, engineer.

May 17th.—John Callahan, non-employe, injured in collision at Hopewell. W. J. Whitty, conductor; Harry Buck, engineer.

June 9th.—Wm. S. Declamp, employe, injured while coupling cars at Bound Brook. W. A. Thomas, conductor; A. Miller, engineer.

June 21st.—Unknown man, fatally injured while riding on car at Pennington. Jas. McGowan, conductor; Peter Stroble, engineer.

July 8th.—Michael Hammell, employe, injured by stepping in front of engine at Hamilton. C. A. Rader, conductor; F. B. Weisser, engineer.

July 15th.—Wm. J. Jetters, employe, injured while boarding train at Bellemead. K. Matthews, conductor; D. F. Ryan, engineer.

July 21st.—Harry W. Rinker, employe, injured while applying brakes at Weston. W. J. Korndoerfer, conductor; W. Thomas, engineer.

July 26th.—Fred'k Freeman, non-employe, injured while driving across tracks at Harlingen. Jas. McCusker, conductor; W. Newland, engineer.

August 9th.—Frank Schultz, employe, injured while pulling ash-pau from engine at Bound Brook. Frank Bleacher, conductor; J. Race, engineer.

August 15th.—Rev. J. L. Johnson, non-employe, injured by falling from train at Weston. W. J. Magee, conductor; H. Allen, engineer.

August 16th.—Stanislaw Levendouski, employe, fatally injured while working on track at Harlingen. W. E. Messimer, conductor; R. M. Wilkinson, engineer.

August 16th.—Wm. Wright, employe, injured while boarding train at Hilltop. W. H. Fry, conductor; C. Dietzel, engineer.

August 16th.—John Head, employe, injured by falling sill at Weston. P. Brady, conductor; R. Rowland, engineer.

August 19th.—George Feters, employe, injured by falling from car at Hopewell. W. J. Jetters, conductor; F. Nugent, engineer.

September 14th.—Wm. Thomas, employe, injured by timber striking cab at Pennington. Wm. J. Korndoerfer, conductor; Wm. Thomas, engineer.

October 4th.—M. J. Barr, employe, injured while working near track at Bound Brook. A. T. Cushing, conductor; D. Ryan, engineer.

October 10th.—D. Kirwin, non-employe, injured while stealing a ride at Pennington. F. L. Blair, conductor; E. Hight, engineer.

October 14th.—W. C. Diefenderfer, Pullman employe, injured by falling from train at Bound Brook. I. K. Knouff, conductor; Jerry Creedon, engineer.

October 17th.—J. F. Bischoff, employe, injured by being caught between cars at Ewing. E. J. Lamb, conductor; G. R. Bartholomew, engineer.

October 26th.—Mrs. M. H. Fellows, non-employe, fatally injured by stepping in front of train at Bound Brook. W. Chambers, conductor; F. P. Wagner, engineer.

November 23d.—John K. Weisenborn, employe, fatally injured while boarding train at Skillman. Jas. Kohl, conductor; E. Hight, engineer.

December 2d.—Unknown man, fatally injured while walking on track at Bound Brook. A. T. Cushing, conductor; D. Ryan, engineer.

February 13th.—Eugene Shelby, employe, injured while coupling cars at Trenton Junction. J. McKenna, conductor; N. Weyer, engineer.

February 17th.—Michael Shea, employe, injured in collision at Trenton Junction. Wm. P. Rickey, Jr., conductor; E. Swartz, engineer.

February 17th.—Wm. Channey, employe, injured in collision at Trenton Junction. Wm. P. Rickey, Jr., conductor; E. Swartz, engineer.

February 22d.—Wm. Mullen, employe, injured in collision at Trenton. ———, conductor; Wm. Comers, engineer.

May 4th.—Major Hatch, non-employe, injured jumping from train at Hillcrest. F. Grube, conductor; R. Hudson, engineer.

May 11th.—Martin J. Bergen, employe, injured while uncoupling cars at Trenton Junction. E. McCarty, conductor; R. Fleming, engineer.

May 16th.—Irwin Boyer, employe, injured by car-door falling on foot at Trenton. Irwin Boyer, conductor; Chas. Fisher, engineer.

May 17th.—Morris Foulke, employe, injured while coupling cars at East Trenton. J. S. Adams, conductor; Charles. Fisher, engineer.

May 24th.—Michael Newell, employe, injured by falling from car at Trenton. John McKenna, conductor; Henry Weyer, engineer.

August 12th.—Patrick Callahan, employe, injured by being struck by water-plug while leaning out of cab. W. Meehan, conductor; Chas. Hank, engineer.

September 2d.—Thomas Shelby, employe, injured by having hand caught in door at Trenton Junction. E. Shelby, conductor; Robert Rodenbaugh, engineer.

September 9th.—Unknown boy killed while stealing ride at Trenton Junction. J. S. Johnson, conductor; G. Weller, engineer.

October 19th.—W. C. Allam, employe, injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

October 19th.—J. S. Lake, employe, injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

October 19th.—Jas. Nugent, non-employe, injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

October 19th.—Daniel Lane, non-employe, injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

October 19th.—John Deim, non-employe, injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

October 19th.—Chas. Dimangin, non-employe, injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

October 19th.—James Lafferty, non-employe, fatally injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

October 19th.—Hugh O'Neil, non-employe, fatally injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tehny, engineer.

October 19th.—Unknown man fatally injured in collision at Trenton Junction. W. C. Allam, conductor; Jere Tenny, engineer.

November 20th.—Thomas Brophy, non-employe, fatally injured while walking on track at Trenton. John McKenna, conductor; Henry Weyer, engineer.

## DELAWARE RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Delaware River Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$141,500 00
Bonded debt.....	65,000 00
Capital stock issued during the year to credit of current liabilities.....	\$79,600 00
Cost of road and equipments.....	\$239,031 47
Dividends paid during the year 1893, and how paid—None.	

The road extends from Woodbury to Penns Grove, a distance of nineteen and ninety-seven hundredths miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$32,455 00
Income from freight.....	24,374 21
Income from other sources .....	747 80
Total.....	\$57,577 01

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$54,754 97
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Post-office address of the above company : Woodbury, N. J.

State of New Jersey, Gloucester County, ss.—William S. Conner, being duly sworn, on his oath says, that he is president of the Delaware River Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said

road during the year 1898 are correct and true, to the best of his knowledge and belief.

**W. S. CONNER.**

Sworn and subscribed before me this 16th day of February,  
**A.D. 1894.**

**H. S. TALMAN,**  
Notary Public.

**ACCIDENTS.**

**None.**

## THE DELAWARE RAILROAD COMPANY OF NEW JERSEY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Delaware Railroad Company of New Jersey presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$4,025 00
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Dividends paid during the year 1893, and how paid—None.

The road extends from Hamilton street to Bulson street, Camden, N. J., a distance of two miles.

#### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers—None.

Income from freight—None.

Income from other sources—None.

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power and contingencies—None.

#### REMARKS.

The construction of this railroad was commenced but stopped by an injunction restraining the company from continuing it.

State of Pennsylvania, Philadelphia County, ss.—D. Jones, being duly sworn, on his oath says, that he is Comptroller of the Delaware Railroad Company of New Jersey, and that the foregoing statement and the annexed statement of accidents on the said

road during the year 1893 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this twelfth day of March,  
A. D. 1894.

C. K. KLINK,

A Commissioner of Deeds for New Jersey,  
in Pennsylvania.

## DOVER AND ROCKAWAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$100,000 00
Bonded debt.....	35,000 00
Cost of road and equipments.....	\$135,000 00

The road extends from Port Oram, N. J., to Rockaway, N. J., a distance of five and twelve-hundredths miles.

It is leased to the Longwood Valley Railroad Company at an annual rental of six per cent. on its capital.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says, that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this ninth day of January, A. D. 1894.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

## EASTON AND AMBOY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$6,000,000 00
Bonded debt .....	6,000,000 00
Cost of road.....	\$10,939,003 45

Dividends paid during the year 1893, and how paid—None.

The road extends from Phillipsburg to Perth Amboy, N. J., a distance of sixty miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$373,604 63
Income from freight.....	2,383,982 58
Income from other sources.....	73,812 32

Total.....	\$2,831,399 53
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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$1,861,976 85
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Post-office address of the above company, 228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia county, ss.—John R. Fanshawe, being duly sworn, on his oath says, that he is secretary of the Easton and Amboy Railroad Company, and that the foregoing statement and the annexed statement of accidents on the

said road during the year 1893, are correct and true, to the best of his knowledge and belief.

JNO. R. FANSHAWE.

Sworn and subscribed before me this 17th day of April, A.D. 1894.

J. F. SCHAPERKOTTER,  
A Commissioner of Deeds for New Jersey in Pennsylvania.

## EAST TRENTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the East Trenton Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$50,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$50,000 00

The road extends from a point in the Trenton Branch of the Delaware and Bound Brook railroad, near Trenton, to a point in Millham township, Mercer county, a distance of three miles.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company and is included in the operations of the Delaware and Bound Brook Railroad Company.

State of New Jersey, Mercer County, ss.—John S. Wise, being duly sworn, on his oath says that he is Secretary and Treasurer of the East Trenton Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. WISE.

Sworn and subscribed before me this twentieth day of March, A. D. 1894.

THEO. C. MAPLE,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

Included in the operations of the Delaware and Bound Brook Railroad Company.

Dividends paid during the year 1893, and how paid—None.

Post-office address of this company, No. 11 West State street, Trenton, N. J.; transfer office, No. 240 South Third street, Philadelphia.

## ELIZABETH EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Elizabeth Extension Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in .....	\$30,000 00
Floating debt.....	19,653 32
Cost of road and equipments.....	\$49,653 32

The road extends from Elizabethport to New Jersey Jockey Club, a distance of one and sixty-nine hundredths miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Elizabeth Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the Central Railroad of New Jersey. No separate account of same was kept.

Dividends paid during the year 1893, and how paid—None.

## ACCIDENTS..

Included in the report of the Central Railroad Company of New Jersey, if any.

## ENTERPRISE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Enterprise Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$30,000 00
Bonded debt.....	15,000 00
Floating debt.....	115 49
Cost of road and equipment.....	\$45,115 49

The road extends from junction of the Delaware and Raritan Canal and Feeder to Mulberry avenue in the township of Millham, Mercer county, N. J., a distance of one and a quarter miles.

It is operated in connection with the Belvidere Delaware Railroad as a part of the Belvidere division by the Pennsylvania Railroad Company, lessee.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Enterprise Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this 31st day of January, A. D. 1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

Included with the Belvidere Delaware Railroad Company, and no separate account kept of same.

Dividends paid during the year 1893, and how paid—None.

Post-office address of this company, 233 South Fourth street, Philadelphia.

## ACCIDENTS.

None.

### THE FERRO MONTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$30,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$50,309 27
Dividends paid during the year 1893, and how paid—None.	

The road extends from Vanatta to Byram Mine, a distance of two and fifty-two hundredths miles.

RECEIPTS AND EXPENSES FOR 1893.

Income from passengers—None.	
Income from freight .....	\$100 00
Income from other sources .....	380 00
Total.....	\$480 00
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$850 00

REMARKS.

This railroad was not in operation during the year 1893. The expenditure for maintenance is an outside estimate of the cost of keeping the live-stock. It is not possible to give an exact figure, as all the bills have not been presented.

Post-office address of the above company, Dover, New Jersey.

State of New Jersey, Morris County, ss.—Frederick A. Canfield, being duly sworn, on his oath says, that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

FREDK. A. CANFIELD.

Sworn and subscribed before me this third day of January, A. D. 1894.

G. C. HINCHMAN,  
Notary Public of N. J.

ACCIDENTS.

None.

## FREEHOLD AND ATLANTIC HIGHLANDS RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Atlantic Highlands Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in..... \$650,000 00

Cost of road and equipments—The property formerly the Freehold and New York Railroad, was bought for \$80,000.00.

The cost of the other roads was as stated in their reports heretofore rendered.

Dividends paid during the year 1893, and how paid—None.

The road extends from Freehold to Atlantic Highlands, a distance of twenty-two and seventy-five hundredths miles, with a branch from Atlantic Highlands to Stone Church, a distance of one and seventy-two hundredths miles; a total of twenty-four and forty-seven hundredths miles; and includes railroads formerly the property of the Atlantic Highlands R. R. Co., the Freehold and New York R. R. Co., the Keyport R. R. Co. and the New York and Atlantic Highlands R. R. Co.

### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$48,557 40
Income from freight .....	28,207 73
Income from other sources.....	1,779 46
	\$78,544 59
Total.....	

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	83,277 99
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State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is president of the Freehold and Atlantic Highlands Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1898 are correct and true, to the the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

#### ACCIDENTS.

January 28th.—W. A. Hudnut, conductor, had his left arm broken while switching cars at Leonard avenue. Engineer, Daniel Davis; conductor, Wm. A. Hudnut.

March 7th.—William Jackson, brakeman, had three fingers of right hand mashed while coupling cars in Keyport freight yard. Engineer, Daniel Davis; conductor, W. A. Hudnut.

# FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$295,600 00
Bonded debt .....	498,600 00
Cost of road and equipments.....	\$807,929 38

The road extends from Jamesburg, N. J., to Sea Girt, N. J., a distance of twenty-seven and fifty-four hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—  
W. H. Wilson, being duly sworn, on his oath says that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this thirty-first day of January, A. D. 1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

# 124 RAILROAD AND CANAL REPORTS.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$112,311 03
Income from freight.....	41,636 36
Income from other sources.....	7,872 56
Total..	<u>\$161,819 95</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$116,119 55
Dividends paid during the year 1893, and how paid—Two cash dividends of 3 per cent. each.	

## HIBERNIA MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$200,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$193,624 34

The road extends from Hibernia, N. J., to D., L. & W. and C. R. R. Junctions, a distance of five and one-half miles.

It is leased to the Central Railroad Company of N. J. at an annual rental of six per cent. on its capital stock.

It is equipped and operated by the Central R. R. Co. of N. J., and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says, that he is president of the Hibernia Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this ninth day of January, A. D. 1894.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

## HIBERNIA UNDERGROUND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$100,000 00
Floating debt.....	7,449 15
Cost of road and equipments.....	107,449 15
Dividends paid during the year 1898, and how paid—None paid.	

The road extends from Hibernia Mine Railroad Junction into Hibernia mountain, a distance of one and thirty-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1898.

Income from passengers—None.

Income from freight—None.

Income from other sources—None.

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$682 01
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Post-office address of the above company, Dover, N. J.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says, that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1898 are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this ninth day of January,  
A. D. 1894.

FRED. H. BEACH,  
Master in Chancery of New Jersey.

ACCIDENTS.

None.

## HOPATCONG RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hopatcong Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$10,000 00
Floating debt .....	12,105 75
Cost of road and equipments.....	\$29,591 00

The road extends from junction with Morris and Essex Railroad near Hopatcong to near powder works, a distance of eighty-nine hundredths miles.

This road is completed for eighty-nine hundredths mile but not yet in operation, and is controlled by the Delaware, Lackawanna and Western R. R. Co.

State of New York, New York County, ss.—Fred. F. Chambers, being duly sworn, on his oath says, that he is Treasurer of the Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 6th day of February, A. D. 1894.

W. B. CARDOZA,  
Notary Public, No. 145, New York County.

Post-office address of this company: No. 26 Exchange Place, New York City, N. Y.

## ACCIDENTS.

None.

## HUDSON AND COMMUNIPAW RAILROAD COMPANY.

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916). requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Hudson and Communipaw Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock authorized by certificate.....	\$50,000 00
Capital stock paid in.....	2,000 00
Floating debt.....	56 08

Dividends paid during the year 1893, and how paid—None.

The road as located will be one mile in length.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers—None.  
 Income from freight—None.  
 Income from other sources—None.

## REMARKS.

Proceedings to condemn a part of the right of way were commenced in 1884, which have been taken by writ of *certiorari* into the Supreme Court, where they are now pending.

State of New York, New York City and County, ss.—John L. Conover, being duly sworn, on his oath says that he is Treasurer of the Hudson and Communipaw Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

JOHN L. CONOVER.

Sworn and subscribed before me this tenth day of March,  
A. D. 1894.

WM. A. BARKALOW,  
Master in Chancery of New Jersey.

THE JERSEY CITY AND BAYONNE RAILROAD  
COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Jersey City and Bayonne Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$13,500 00
Floating debt.....	1,195 52
Cost of road and equipments.....	\$14,695 52
Dividends paid during the year 1893, and how paid—None paid.	

The road as projected is to extend from Jersey City to Bayonne, N. J., a distance of five miles.

REMARKS.

Road not constructed.

Post-office address of this company: Grand Central Station, New York City.

State of New York, New York County, ss.—Chauncy M. Depew, being duly sworn, on his oath says, that he is president of the Jersey City and Bayonne Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCY M. DEPEW,  
President.

Sworn and subscribed before me this 12th day of January, A.D. 1894.

H. C. DUVAL,  
Notary Public, Kings County.  
Certificate filed for New York County.

## THE JERSEY CITY AND BERGEN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State of New Jersey, the Jersey City and Bergen Railroad Company presents the following report for the year ending December 1st, 1893 :

Capital stock paid in.....	\$1,000,000 00
Bonded debt.....	258,000 00
Floating debt—None.	
Cost of road and equipments to September 25th, 1893.....	1,442,298 37
Dividends paid during the year 1893, and how paid, June 30th, 1893, 5%.....	50,000 00

The road extends from Jersey City to Bergen Point, with branches, a distance of about thirty-eight miles ; single track.

### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers, January 1st to September 25th.....	\$454,943 95
Income from other sources.....	3,198 58
Total.....	\$458,142 53
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power, and contingen- cies—January 1st to September 25th, 1893.....	\$358,007 79

On September 25th, 1893, it was leased to the Consolidated Traction Company at an annual rental of one thousand dollars.

Since that date it has been operated by the Consolidated Traction Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, County of Hudson, ss.—Charles B. Thurston, being by me duly sworn, on his oath says, that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

C. B. THURSTON.

Sworn and subscribed before me, at Jersey City, the 24th day of March, A. D. 1894.

JAMES B. VREDENBURGH,  
Master in Chancery of N. J.

#### ACCIDENTS.

January 12th.—About 10:20 A.M., wagon belonging to Michael Donavan, a resident of this city, was slightly damaged by being struck by one of the Montgomery street electric cars on Montgomery near Varick street. Collision caused by Donavan's driver's carelessness. Motorman, John Geisler; conductor, Patrick Sherry.

January 14th.—About 10:20 A.M., Thomas O'Connor, aged 23, a resident of this city, was slightly injured on the leg by being thrown out of his wagon, which was struck by a Montgomery street electric car on Montgomery street near Monmouth street. Accident happened through O'Connor's own carelessness. Motorman, Frank Hethrington; conductor, Edward Lee.

January 17th.—About 2:15 P.M., John H. Matthews, aged 35, and a resident of this city, was somewhat injured on the left leg by being squeezed between his wagon and a Pacific avenue car, on Harrison near Communipaw avenue. Accident caused by Matthews' own carelessness. Driver, Peter Kelly; conductor, George Weisberger.

January 23d.—About 9:30 A. M., John Wallace aged 35, a resident of this city, was slightly injured on the body by being shoved off the step of a Montgomery street car on Montgomery street near Henderson street. Accident due to Wallace's own carelessness. Motorman, Matthew Davis; conductor, Hugo Schweintz.

January 31st.—About 1:10 P. M., Patrick Kelly, aged 65, a resident of this city, was slightly injured on the left leg by falling in the street while attempting to jump off an Erie street car while in motion on Erie street, near Pavonia avenue. Accident due to Kelly's own carelessness. Driver, John Fischer; conductor, Jeremiah Looney.

January 31st.—About 2:30 P.M., a horse owned by Owen Calahan was slightly injured in the left leg by having his shoe caught in an opening in the track on Pavonia avenue near Barnum street. Accident caused by poor condition of the street.

February 9th.—About 10:20 A.M., wagon owned by William Heideck was somewhat damaged by being struck by one of the Montgomery street electric cars on Montgomery street near Varick. Accident caused by carelessness of driver of wagon. Motorman, Matthew Davis; conductor, Daniel Kitzen.

February 8th.—About 4 P. M., Mrs. Thos. F. Noonan, aged 30, resident of Bayonne City, was slightly injured about the body by falling in the street after she had alighted from a Hudson City car on Newark avenue, near Baldwin avenue. Accident caused by Mrs. Noonan's own carelessness. Driver, James Van Bueran; conductor, Benj. Applegate.

About 10 A.M., a small carriage driven by Calvin Kyte, a resident of this city, was somewhat damaged by an Erie street car on Newark avenue, near Warren street. Accident caused through carelessness on part of driver of car. (*Feb. 15.*) Driver, Frank Fallen; conductor, Amos Scranton.

February 16.—About 9 A.M., a wagon owned by W. J. Benson, a resident of this city, was slightly injured by being struck by one of the Montgomery street electric cars on Montgomery street, near Fremont street. In the collision Arthur Garrison, aged 15, a resident of this city, was thrown from the wagon to the street and slightly injured about knee and body. Accident due to motorman's carelessness. Motorman, Geo. Deisler; conductor, John Coyne.

February 23d.—About 7:20 P. M., a horse and wagon owned by Chas. H. Kemp, a resident of this city, was somewhat damaged by being run into by one of the Montgomery street electric cars on Montgomery street near Fremont street. Accident due to motorman's carelessness. Motorman, John Murray; conductor, James Fallan.

March 4th.—About 8:15 A. M., a carriage owned by Jeremiah Moore, of New York City, was somewhat damaged by being struck by a Greenville car on Grand street near Varick street. Accident due to carelessness of driver of carriage. Driver, James Rierdan; conductor, W. St. John.

March 6th.—About 7:30 P. M., Etta O'Brien, aged 35, a resident of this city, was slightly injured about the head by striking against one of the electric current boxes which was attached to a post on Montgomery street near Green street. Accident caused by carelessness on part of Mrs. O'Brien.

March 11th.—About 5 P. M., Robert Guy, aged 65, and a resident of this city, had right leg broken by falling in the street, after he had alighted from a Greenville car, from which he was a passenger, on Ocean avenue. Accident due to Guy's own carelessness, as he was away from the car when he fell. Driver, Patrick Broderick; conductor, Edward McAneny.

March 12th.—About 2 P. M., a carriage owned by Mark J. Kratz, a resident of this city, was somewhat damaged by being struck by a Montgomery street electric car on Montgomery street near Colgate street. Accident due to motorman's carelessness. Motorman, Thos. Foley; conductor, Geo. Aston.

March 28th.—About 2:30 P. M., a wagon owned by David Hopper, a resident of this city, was damaged by being struck by a Montgomery street electric car on Montgomery street near Colgate street. Accident caused by carelessness of driver of wagon. Motorman, Martin Leary; conductor, Chas. H. Poole.

March 29th.—About 12:45 P. M., Sarah Slavin, aged 45, and a resident of this city, was slightly injured on the back of head

by falling into the street when in the act of getting off Greenville car on Ocean avenue near Neptune avenue. Accident to Mrs. Slavin's carelessness. Driver, Patrick Broderick; conductor, John Schindler.

March 31st.—About 11:35 P. M., a wagon owned by Has. Hetherington was completely demolished by being struck by a Montgomery street electric car on Montgomery street near Colgate street. Accident due to motorman's carelessness. Motorman, Wm. Becker; conductor, John Stanton.

April 4th.—About 5:15 P. M., John Wittershien, aged 3, resident of this city, was injured about the head by being struck by one of the Montgomery street electric cars on Montgomery street near Colgate street. Accident caused by the child's carelessness. Motorman, Arthur H. Mosteyn; conductor, Jas. Fallen.

April 6th.—About 6:45 P. M., William H. Reilly, a resident of this city, aged 30 years, was slightly injured on the face and hand by falling in the street while attempting to jump off a Montgomery street car while it was in motion, on Montgomery street near Monmouth. Accident due to Reilly's carelessness. Motorman, Martin L. Brown; conductor, Hugo Schweintz.

April 13th.—About 9:50 A. M., a wagon owned by Adam J. Beck, a resident of this city, was slightly damaged by being struck by a Montgomery street motor on Montgomery street near Hudson street. Accident caused by motorman's carelessness. Motorman, Hugh McCormack; conductor, Thos. Snell.

April 20th.—About 4:15 P. M., William Calcoughn, aged 20, and a resident of Newark, N. J., was somewhat injured on the back by being thrown out of his truck into the street by a collision with a Montgomery street car on West Side avenue near Communipaw. Accident caused mostly through motorman's carelessness. Motorman, Martin Leary; conductor, Chas. H. Poole.

April 24th.—About 11:40 A. M., a wagon owned by John M. Myer, a resident of Elizabeth, N. J., was damaged by being struck by a Montgomery street car on Montgomery street near

Jersey avenue. Accident caused through Myer's carelessness. Motorman, Felix McCoy; conductor, George Ward.

April 30th.—About 4:50 P.M., a carriage owned by Mrs. E. J. Blackburn, of this city, was totally demolished by being struck by a Montgomery street car on Montgomery street near Fremont street. Accident caused by Mrs. Blackburn's own carelessness. Motorman, Walter DeGrandville; conductor, Wm. S. Beegan.

May 1st.—About 9:30 A.M., a wagon owned by Nicholas Lohse, a resident of this city, was somewhat damaged by being struck by a Montgomery street car on Montgomery street near Varick street. Accident caused by carelessness of driver of wagon. Motorman, Thos. Foley; conductor, Thos. Snell.

May 1st.—About 5:30 P.M., John Keogh, aged 45, a resident of this city, was badly injured on the face and body by falling in the street while attempting to jump off a Montgomery street electric car on Montgomery street near Monmouth street. Accident caused by Keogh's own carelessness. Motorman, Thos. Dundon; conductor, James Fallen.

May 5th.—About 7:20 A.M., a wagon owned by Chas. Harris, a resident of this city, was slightly damaged by a Montgomery street car near Fremont street. Accident caused by driver's carelessness. Motorman, M. L. Brown; conductor, Hugo Schweintz.

May 8th.—About 10:45 A.M., a wagon owned by A. Stabler, a resident of Kearney, N. J., was somewhat damaged by being struck by a Montgomery street car on West Side avenue near Boyd street. Accident caused by carelessness of driver of wagon. Motorman, Geo. Geisler; conductor, John Coyne.

May 9th.—About 4:20 P.M., S. B. Dougherty, aged 81, a resident of this city, was instantly killed by being struck and run over by a Montgomery street electric car on Montgomery street near Fremont street. Accident due to Dougherty's own carelessness. Motorman, F. McCoy; conductor, Thos. Snell.

May 13th.—About 8:50, Louisa Naylor, aged 7 years, a resident of this city, was fatally injured by being knocked down by a team attached to an Erie street car on Newark avenue near Railroad avenue. Accident caused by carelessness of the child, running directly in front of the team passing by. Driver, W. O. Schweitzer; conductor, Chas. Fowler.

May 22d.—About 9 A.M.. George Spencer, aged 38, a resident of Bayonne, was slightly injured on the left arm by falling in the street while attempting to jump on a Bayonne jigger car while in motion on avenue C, near 48th street. Accident due to Spencer's carelessness. Driver, R. McDermott; no conductor.

June 5th.—About 8:30 A.M., A. Ransome, aged 21, a resident of this city, was slightly injured about the face by falling in the street off a Hudson City car while in motion on Newark avenue near Coles street. Accident caused by Ransom's carelessness. Driver, J. Clancey; conductor, F. Abbott.

June 5th.—About 5:10 P.M., Chas. Genader, aged 31, a resident of this city, was badly injured on the fingers while he was a passenger on a Greenville car on Grand street near Summit avenue. Accident due to Gerander's own carelessness. Driver, W. James; conductor, T. Wilson.

June 8th.—About 5:20 P.M., Mamie Marky, aged 7 and a resident of this city, was slightly injured on the head by falling in the street after she had been struck by a Greenville car on Grand street near Bishop street. Accident caused by carelessness of child. Driver, John Ryan; conductor, John Schindler.

June 20th.—About 7:10 P. M., Flora Silver, aged 4, a resident of this city, was slightly injured on the body by being knocked down in the street by a Pacific avenue car, on Newark avenue near Erie street. Accident caused by carelessness of child. Driver, W. Becker; conductor, J. Leslie.

June 21st.—About 3 P. M., a patrol wagon owned by the police department of Jersey City was somewhat damaged by a

Montgomery street electric car on Montgomery street near Merseles street. Accident caused by carelessness of driver of wagon. Motorman, J. Geisler; conductor, P. Sherry.

June 27th.—About 11.30 A. M., a wagon owned by Chas. Denison, a resident of this city, was slightly damaged by a Montgomery street electric car on Montgomery street near Bergen avenue. Accident mostly fault of motorman. Motorman, A. H. Mosteyn; conductor, Geo. Ward.

July 8th.—About 5 P. M., Winifred Cleary, aged 80, a resident of this city, was slightly injured on the arm by falling in the street while alighting from a Hudson City car on Newark avenue near Chestnut street. Accident due to Mrs. Cleary's carelessness. Driver, H. Matthews; conductor, Jas. Kennelly.

July 10th.—About 6 P. M., Jane Wilkinson, a resident of Far Rockaway, L. I., was slightly injured about the face by falling on the floor of the car while she was in the act of getting on, on Erie street near Barrow street. Accident caused by carelessness of driver of car. Driver, A. Openheimer; conductor, Michael Maroney.

July 16th.—About 9:30 P. M., a truck owned by the N. Y. Condensed Milk Company was slightly damaged by being struck by a Montgomery street car on Montgomery street near Baldwin avenue. Accident due to motorman's carelessness. Motorman, Andrew Scott; conductor, E. Z. Hastings.

July 22d.—About 11:30 A. M., a carriage owned by Matthew Broe, a resident of this city, was slightly damaged by being struck by a Montgomery street electric car on Montgomery street near Boland street. Accident due to carelessness of the motorman. Motorman, N. Byrnes; conductor, John Walsh.

July 27th.—About 5:30 P. M., a wagon owned by Chas. Whittier was somewhat injured by striking up against a number of loose rails which lay in the street on Grand street near Woodward street. Accident caused by driver's carelessness.

July 28th.—About 8:45 A. M., a wagon owned by Jos. Duff, a resident of this city, was slightly damaged by being struck by a Greenville car on Montgomery street near Warren. Accident caused by Duff's carelessness. Driver, Wm. Young; conductor, David Dunston.

August 2d.—About 5:40 P. M., Thomas Costello, aged 4, a resident of this city, was fatally injured by being struck and run over on Montgomery street near Barrow. Accident due to child's carelessness. Motorman, Frank Hethrington; conductor, Z. Hastings.

August 12th.—About 7:20 A. M., Annie Bretwitz, aged 18, a resident of this city, was slightly injured on the arm by falling in the street while in the act of jumping off a Greenville car while in motion on Grand street near Bishop. Due to carelessness of the young lady. Driver, Jacob Sutter; conductor, John Boland.

August 17th.—About 10:05 A. M., Conrad Zwermann, aged 48, a resident of this city, was somewhat seriously injured by being thrown out of his wagon into the street after the wagon had been struck by a Montgomery street electric car on Montgomery street near Varick. Accident caused by the carelessness of Mr. Zwermann. Motorman, David A. Powell; conductor, Wm. Burhans.

August 27th.—About 5:20 P. M., a coach owned by F. A. Vendor, a resident of Hoboken, was damaged by running against a Montgomery street electric car on Montgomery street near Florence street. Accident due to carelessness of driver of coach. Motorman, H. McCormack; conductor, P. McDermott.

September 17.—About 5:30 A. M., two horses owned by John Dalrymple and Louis Vanderbeck, residents of this city, were instantly killed by stepping on a live wire which had fallen in the street on Ocean avenue near Kearney avenue. This accident was due to the wire dropping from the cut on the track.

September 17.—About 9 P. M., Marguerite Hoffman, aged 25, a resident of this city, was slightly injured about the body by

being tossed about in a Hoboken car, in which she was a passenger, by reason of a collision between the Hoboken car and a Greenville car on Gregory street, near York. Accident mostly the fault of driver of Hoboken car. Driver, E. Sterns; conductor, Thos. O'Neill.

September 24th.—About 8 P. M., Thos. Griffith, aged 35, a resident of New York, was badly injured on the left side by falling over the tracks, which were torn up, on Grand street near Warren street. Griffith was crossing the street when he fell, and the accident was caused mostly by his own carelessness.

September 25th.—About 10 A. M., a horse and wagon owned by Patrick J. Condon, a resident of this city, was injured and damaged, respectively, by being struck by a Montgomery street electric car on Montgomery street near Varick. Accident due to carelessness of driver of wagon. Motorman, M. Coyne; conductor, M. Kelmeade.

September 29th.—About 6 P. M., Wheelock H. Parmlee, aged 78, a resident of this city, was slightly injured on the left leg by falling over some rails in the street on Newark avenue near Erie street. Accident due to carelessness of Mr. Parmlee.

September 30.—About 9:50 P. M., Joseph Carroll, aged 22, resident of this city, was instantly killed by being struck and run over by a Montgomery street electric car on Montgomery street near Monmouth street. Accident due to carelessness of Carroll. Motorman, Albert Weideman; conductor, Julius Jerowsky.

October 6th.—About 11 P. M., a coach owned by W. F. Coyne, a resident of this city, was somewhat damaged by being struck by the tower wagon on Gregory street near York street. Accident due to carelessness of driver of coach.

October 10.—About 12 M., John Nevin and Michael Nevin, residents of this city, were somewhat injured about the head and body by being thrown out of their carriage in the street after the carriage had been struck by a Greenville car on Grand street near Varick street. Accident caused by carelessness on part of

driver of carriage, Michael Nevin. Carriage was also badly damaged. Motorman, M. Moran; conductor, E. McAney.

October 15.—About 7:30 P. M., Johanna Wagonahls, aged 52, a resident of this city, had her arm broken while falling over some rails in the street on Communipaw avenue near Grand street. Carelessness of Mrs. Wagonahls.

October 20th.—Rebecca Hincken, aged 55, a resident of this city, was somewhat injured about the face by falling over some rails in the street on Sip avenue near Jones street. Carelessness on part of Mrs. Hincken.

October 28.—About 4:30 P. M., William Gepp, aged 17, a resident of this city, was instantly killed by being run over by a Greenville electric car on Grand street near Henderson street. Accident due to carelessness of motorman. Motorman, Louis Warner; conductor, Frank Miller.

October 31.—About 4 P. M., a wagon owned by Jas. Hunt, resident of this city, was somewhat damaged by being struck by a Montgomery street electric car on Montgomery street near Henderson street. Carelessness of driver of wagon. Motorman, M. Coyne; conductor, Thos. O'Keefe.

November 2d.—About 3 P. M., horse owned by Frank Kathmeyer, resident of Hoboken, was fatally injured by being struck by a Greenville electric car on Ocean avenue near Stevens. Accident due to motorman's carelessness. Motorman, Geo. Pickell; conductor, Michael Keating.

November 9th.—About 10:30 A. M., Ida Morris, aged 35, a resident of Bayonne, was somewhat injured about the body by being knocked down and trampled on while standing in the street waiting for a Greenville car on Ocean avenue near Dwight street. Due to her own carelessness.

November 12th.—About 6:30 P. M., William H. Nichols and Mrs. J. Engle, residents of this city, were slightly injured about the body by being thrown out of a buggy in which they were

driving on Avenue C near 25th street. They were driving along and ran into some obstruction which, it was claimed, was placed there by employes of the company.

November 15th.—A wagon owned by Horace McBride, a resident of this city, was slightly damaged by being struck by a Greenville electric car on Grand street, near Varick street. Accident caused through the carelessness of motorman. Motorman, John Timothy; conductor, Theo. Johnson.

November 19th.—About 5:15 P.M., Peter Suse, aged 45, a resident of this city, was badly injured on the foot by being thrown off the front platform of a Greenville car while it was in motion on Avenue C, near 22d street. It appears that this accident was caused while the car was in the act of crossing a switch and that Suse went out on the front platform, where he had no right to go. Motorman, Daniel Kiernan; conductor, J. Woodley.

November 24th.—About 7:15 A.M., a wagon owned by John Banskye, a resident of this city, was slightly damaged by being struck by a Greenville electric car on Ocean avenue, near Woodlawn avenue. Accident due to carelessness of driver of wagon. Motorman, John Crocker; conductor, Thos. Wilson.

November 25th.—About 11:30 A.M., a wagon owned by Chas. H. Lamkin, a resident of this city, was slightly damaged by being struck by a Greenville car on Ocean avenue near Myrtle avenue. Due to carelessness of driver of wagon. Motorman, M. Coyle; conductor, Wm. Brett.

November 25th.—About 9:57 P. M., John McCann, aged 50, a resident of this city, was slightly injured about the body by falling in the street while attempting to jump off a Montgomery street car while it was in motion on Montgomery street near West Side avenue. Accident caused by McCann's own carelessness. Motorman, J. Bollinger; conductor, M. Ormsby.

December 8th.—About 3:45 P. M., a wagon owned by John McComb, a resident of this city, was somewhat damaged by being struck by a Greenville car on Grand street near Pacific

avenue. Accident due to motorman's carelessness. Motorman, Chas. McDaniels; conductor, A. T. Mulford.

December 8th.—About 7:55 P. M., a wagon owned by the American Sugar Refining Company of this city was somewhat damaged by being struck by a Greenville electric car on Grand street near Warren street. Accident caused by carelessness of the motorman. Motorman, William Young; conductor, John Kelley.

December 13th.—About 5:20 P. M., a wagon owned by Wm. Kohlrincle, a resident of this city, was somewhat damaged by being struck by a Montgomery street electric car on Montgomery street near Britton street. Caused by carelessness of driver. Motorman, M. Black; conductor, Hugh Hart.

December 14.—About 2 P. M., a carriage owned by H. Lembeck, a resident of this city, was somewhat damaged by being struck by a Greenville car on Grand near Varick street. Due to carelessness of driver, Mr. Lembeck. Motorman, Wm. Hughes; conductor, John Gibson.

December 18th.—About 4:15 P. M., a horse owned by Thos. P. Howell, of Newark, N. J., was fatally injured by being struck by a Greenville electric car on Grand street near Woodward street. Caused mostly by carelessness of driver of horse. Motorman, Wm. Cousins; conductor, Wm. Dudley.

December 22d.—About 5 P. M., a wagon owned by S. B. Ogden, a resident of this city, was somewhat damaged by a Hudson city electric car on York street near Greene street. Accident caused through carelessness of driver of wagon. Motorman, J. Bollinger; conductor, C. P. Munzing.

December 23d.—About 7:30 P. M., a wagon owned by Gus Markert, a resident of this city, was somewhat damaged by being struck by a Montgomery street electric car on Montgomery street near Britton street. Caused by carelessness of driver of wagon. Motorman, J. C. Wood; conductor, W. Harding.

December 28th.—About 7:30 a wagon owned by a resident of Hoboken was somewhat damaged by a Greenville electric car on Grand street near Monmouth street. Caused through carelessness of driver of wagon. Motorman, T. Quinn; conductor, D. Wear.

December 30th.—About 2:30 P.M., a wagon owned by Ferger, Beck & Co., of New York, was somewhat damaged by being struck by a Communipaw avenue car on Grand street near Westervelt street. Accident caused by carelessness of driver of wagon. Motorman, W. Leary; conductor, R. J. Dawcey.

## LAFAYETTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lafayette Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$2,000 00
Floating debt.....	60,878 28
Cost of road and equipments.....	62,878 28

The road extends from Lafayette to Griffin iron works, a distance of  $\frac{55}{100}$  miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the Lafayette Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the Central Railroad Company of New Jersey. No separate account of same was kept.

Dividends paid during the year, and how paid—None.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,100,000 00
Bonded debt.....	1,169,328 00
Floating debt.....	270,402 00
Cost of road and equipments.....	\$2,503,253 76
Dividends paid during the year 1893, and how paid—None.	

The road extends from Belvidere to Greycourt, N. Y., a distance of sixty-three and twenty-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers, apportioned to New Jersey.....	\$35,701 80
Income from freight, " " " .....	339,528 04
Income from other sources, " " " .....	31,631 43
Total.....	\$406,859 27
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies...	\$273,937 05

## REMARKS.

The road extends from Belvidere, N. J., to Greycourt, N. Y., a distance of sixty-three and twenty-hundredths miles, with trackage rights over Pennsylvania R. R. Co. tracks, Belvidere to Phillipsburg, N. J., about fourteen miles. This report covers the proportion in New Jersey only; also the earnings and expenses of the \*S. E. & P. R. R. are included in the above amounts.

\* South Easton and Phillipsburg R. R. in New Jersey.

## RAILROAD AND CANAL REPORTS.

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The capital stock of the S. E. & P. R. R. is.....	\$75,000 00
The bonded debt.....	.....
Floating debt.....	65,309 90
Representing the cost of the road.....	\$140,309 90

Post-office address of the above company : Warwick, Orange county, N. Y.

State of New York, Orange County, ss.—Edgar M. Reynolds, being duly sworn, on his oath says, that he is Auditor of the Lehigh and Hudson River Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

E. M. REYNOLDS,  
Auditor.

Sworn and subscribed before me this 12th day of March, A.D. 1894.

F. C. CARY,  
Notary Public.

## ACCIDENTS.

March 20th.—Lewis Eckert, brakeman, fingers injured by being caught in caboose-car jam at Great Meadows, N. J.

March 31st.—J. J. Decker, brakeman, fell from rear of train under pilot of pushing engine. Sent to Easton Hospital. Recovered.

May 8th.—G. Latterman, brakeman, fell from train. Result, broken collar-bone.

June 6th.—George Meyer, brakeman, fingers bruised by lading shifting in car while drilling.

September 20th.—A. Herrick, conductor, killed. Collision at Lake Grinnell, N. J.

## LEHIGH VALLEY TERMINAL RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lehigh Valley Terminal Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$10,000,000 00
Bonded debt.....	10,000,000 00
Cost of road.....	11,116,960 32

The road extends from Jersey City, N. J., to South Plainfield, N. J., a distance of 24  $\frac{56}{100}$  miles.

It is leased to the Easton & Amboy Railroad Company at an annual rental of cost of maintenance of way, all expenses, including taxes, interest on bonds, and other expenses connected with corporation.

It is operated by the Easton & Amboy Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia County, ss.—David G. Baird, being duly sworn, on his oath says that he is Secretary of the Lehigh Valley Terminal Railway Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this thirteenth day of April, A. D. 1894.

J. F. SCHAPERKOTTER,  
A Commissioner of Deeds for New Jersey  
in Pennsylvania.

RECEIPTS AND EXPENSES FOR 1893.

Earnings and expenses are included in report of Easton & Amboy Railroad Company.

Post-office address of the above company: No. 228 S. Third street, Philadelphia, Pa.

## LODI BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Lodi Branch Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock issued.....	\$60,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments ..	\$60,000 00

The road extends from Lodi, Bergen county, to Lodi Junction, a distance of one and three-quarters miles.

It is leased to the New York, Susquehanna and Western Railroad Company at an annual rental of \$600 and taxes. The particulars of the operations and expenditures have been kept as part of the general accounts of that company and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western R. R. Co., and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, ss.—J. P. Rafferty, being duly sworn, on his oath says, that he is Treasurer of the Lodi Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 19th day of February, A. D. 1894.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

## ACCIDENTS.

None.

State of New York, City and County of New York, ss.—Simon Borg, President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of operations and expenditures of the Lodi Branch Railroad are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Lodi Branch Railroad during the year ending December 31st, 1893, is correct and true, to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me this 19th day of February, A.D. 1894.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

## LONG DOCK COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Long Dock Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$800,000 00
Bonded debt.....	7,500,000 00
Floating debt—None.	

Cost of road—Principally expended in construction of Bergen tunnel.....	\$1,177,272 87
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The road extends from a point two hundred and ten feet north of the center line of Seventeenth street in Jersey City to intersection with the Paterson and Hudson River Railroad, a distance of two and five hundred and sixty-one thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$450,000, including, also, all other property of the Long Dock Company. The accounts of its operations are not kept distinct from the general accounts of the lessee company.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Frederic B. Jennings, being duly sworn, on his oath says that he is President of the Long Dock Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FREDERIC B. JENNINGS.

Sworn and subscribed before me this 18th day of January, A.D. 1894.

EDWARD R. GREENE,  
Notary Public, Kings County,  
Certificate filed in New York County.

Dividends paid during the year 1893, and how paid—None paid.

Post-office address of this company, No. 21 Cortlandt street, New York city, N. Y.

State of New York, City and County of New York, *ss.*—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring during the year ending December 31st, 1893, on the Long Dock Railroad is correct and true to the best of his knowledge, information and belief.

No accidents are reported during 1893.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 10th day of February, 1894.

THOMAS N. WILLIAMS,  
Notary Public, N. Y. Co.

## MACOPIN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Macopin Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$60,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road, equipments and appurtenances.....	\$60,000 00

The road extends from Macopin Lake, Passaic county, New Jersey, to a connection with the New York, Susquehanna and Western Railroad near Charlotteburgh, New Jersey, a distance of one and one-half miles.

It is operated by the New York, Susquehanna and Western Railroad Company, at an annual rental, and the particulars of operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western R. R. Co., and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York, County, ss.—John R. Bartlett, being duly sworn, on his oath says, that he is Treasurer of the Macopin Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. BARTLETT.

Sworn and subscribed before me this 17th day of February,  
A. D. 1894.

HENRY J. ANDREWS,  
Notary Public New York County.

Post-office address of this company, No. 15 Cortlandt street,  
New York City, New York.

ACCIDENTS.

None.

State of New York, County of New York, ss.—John P. Rafferty, the Second Vice-President of the New York, Susquehanna and Western Railroad, being duly sworn, says that the accounts of operations and expenditures of the Macopin Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company; and that the foregoing statement of accidents occurring on the Macopin Railroad during the year ending December 31st, 1893, is correct and true, to the best of his knowledge, information and belief.

J. P. RAFFERTY.

Sworn to and subscribed before me this 17th day of February,  
A.D. 1894.

R. C. SHIMEALL,  
A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

## MANUFACTURERS EXTENSION RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Manufacturers Extension Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$53,700 00
Floating debt.....	2,125 05
Cost of road and equipments.....	\$55,825 05

The road extends from Albert street to Mapes' works, a distance of  $1\frac{23}{100}$  miles.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Manufacturers Extension Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the Central Railroad of New Jersey. No separate account of the same was kept.

Dividends paid during the year 1893, and how paid—None.

ACCIDENTS.

Included in the report of the Central Railroad Company of New Jersey, if any.

## MARTINS CREEK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Martins Creek Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$28,000 00
Cost of road and equipments.....	\$28,000 00

The road extends from a point on the Belvidere Delaware Railroad at or near Martins Creek Station to a point in the Delaware river in the dividing line between the States of New Jersey and Pennsylvania, a distance of fourteen one-hundredth miles.

It is operated in connection with the Belvidere Delaware Railroad, as a part of their Belvidere Division, by the Pennsylvania Railroad Company, lessee.

It is equipped and operated by the Pennsylvania Railroad Company and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Martins Creek Railway Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

Sworn and subscribed before me this thirty-first day of January, A. D. 1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1893.

Included with the Belvidere Delaware Railroad Company, and no separate account kept of same.

Dividends paid during the year 1893, and how paid—None.

Post-office address of this company: No. 233 South Fourth street, Philadelphia.

ACCIDENTS.

None.

**MAYS LANDING AND EGG HARBOR CITY  
RAILROAD COMPANY.**

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mays Landing and Egg Harbor City Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$32,500 00
Bonded debt.....	37,500 00
Cost of road and equipments.....	\$70,000 00

The road extends from Mays Landing to Egg Harbor City, a distance of seven miles.

It is leased to the Camden and Atlantic Railroad Company at an annual rental of \$5,000, and this company can make no report as to accidents, receipts or expenditures, except receipts from rental and dividends paid.

State of New Jersey, Mercer County, ss.—J. E. P. Abbott, being duly sworn, on his oath says, that he is president of the Mays Landing and Egg Harbor City Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. E. P. ABBOTT.

Sworn and subscribed before me this third day of April, A. D. 1894.

C. B. COGILL, JR.,  
N. P. of N. J.

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## RECEIPTS AND EXPENSES FOR 1893.

Income from other sources .....	\$5,000 00
Total.....	<u>\$5,000 00</u>

Dividends paid during the year 1893, and how paid—Two thousand three hundred and four dollars to stockholders in cash.

Post-office address of this company: Mays Landing, N. J.

## MIDDLESEX RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, Middlesex Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,000 00
Floating debt.....	3,087 19
Cost of road.....	4,087 19
Dividends paid during the year 1893, and how paid—None.	

The road extends from a point in a side track of the Easton and Amboy Railroad, in Perth Amboy, N. J., to a point in the northern line of Washington street, in said city, a distance of thirty-one one hundredths miles.

## REMARKS.

This road is a branch of the Easton and Amboy Railroad, and is operated by that company, and all earnings and expenditures are included in report of that company.

Post-office address of the above company: 228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, ss.—David G. Baird, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Middlesex Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this thirteenth day of April,  
A. D. 1894.

J. F. SCHAPERKOTTER,  
A Commissioner of Deeds for New Jersey,  
in Pennsylvania.

## MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$95,750 00
Bonded debt—None.	
Floating debt.....	72,851 73
Cost of road.....	\$95,750 00

The road extends from New Brunswick, N. J., to East Millstone, N. J., a distance of six and sixty-four hundredths miles.

It is operated by the Pennsylvania Railroad Company, under a temporary arrangement, without any written contract, the latter company paying all expenses and charging the deficiency in net receipts to the Millstone and New Brunswick Railroad Company.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—J. S. Vanzandt, being duly sworn, on his oath says that he is Treasurer of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. VANZANDT.

**RAILROAD AND CANAL REPORTS.****167**

Sworn and subscribed before me this thirty-first day of January, A.D. 1894.

**HUGH B. ELY,**

**M. C. C. State of New Jersey.**

**RECEIPTS AND EXPENSES FOR 1893.**

Income from passengers.....	\$4,517 13
Income from freight .....	6,325 51
Income from other sources.....	693 56
Total.....	<u>\$11,536 20</u>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	16,109 80
Dividends paid during the year 1893, and how paid—None.	

Post-office address of this company: Exchange Place, Jersey City, N. J., or 233 South Fourth street, Philadelphia, Pa.

## MORRIS COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris County Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$300,000 00
Bonded debt.....	300,000 00
Floating debt.....	25,456 83
Cost of road and equipments.....	\$625,456 83

Dividends paid during the year 1893, and how paid—None.

The road extends from Charlottesburg Junction to Morris County Junction, a distance of thirteen miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$550 07
Income from freight .....	14,494 66
Total.....	\$15,044 73
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$15,082 64

## REMARKS.

The receipts of Hibernia Branch Railroad were paid into the treasury of the Morris County Railroad, and the expenses of the former were paid by the latter. The report of the Hibernia Branch Railroad will, therefore, be the same for 1898 as 1892.

Post-office address of the above company : Port Oram, Morris County, N. J.

State of New Jersey, Morris County, ss.—Edward Kelly, general superintendent, being duly sworn, on his oath says, that he is general superintendent of the Morris County Railroad, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1898 are correct and true, to the best of his knowledge and belief.

EDWARD KELLY,  
General Superintendent.

Sworn and subscribed before me this sixteenth day of March,  
A. D. 1894.

EDWARD S. HANCE,  
Notary Public.

ACCIDENTS.

None.

## MORRIS AND ESSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$15,000,000 00
Bonded debt.....	24,444,000 00
Cost of road and equipments .....	\$38,470,950 88

The road extends from Hoboken to Phillipsburg with Boonton Branch additional, a distance of one hundred and nineteen and eighty-five hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and interest on its bonds.

It is operated by the Delaware, Lackawanna and Western Railroad Company, Lessee, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Arthur D. Chambers, being duly sworn, on his oath says, that he is Treasurer of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this sixth day of February, A. D. 1894.

A. W. B. CARDOZA,  
Notary Public No. 146, New York County.

## RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$1,971,897 27
Income from freight.....	3,264,815 23
Income from other sources.....	554,554 52
<b>Total..</b> .....	<b>\$5,791,267 02</b>

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power and contingencies..... 4,628,796 06

Dividends paid during the year 1893, and how paid—\$1,050,000  
directly to stockholders by lessee.

Post-office address of this company: No. 26 Exchange Place,  
New York city, N. Y.

## ACCIDENTS.

January 5th.—Eugene Potter, brakeman, coupling. Finger  
mashed.

January 9th.—W. W. Wheaton, brakeman, coupling. Finger  
amputated.

January 10th.—John J. Murphy, brakeman, coupling. Hand  
bruised.

January 12th.—Edward Evertson, brakeman, fell from car.  
Legs and arms bruised.

January 16.—Fred. Brauer, fireman, fell from engine. Leg  
broke.

January 17th.—Mrs. Charles Bets, stepped in front of train.  
Killed.

January 19th.—Jacob Lunger, brakeman, coupling. Finger  
crushed.

January 20th.—David Lake, brakeman, coupling. Finger  
amputated.

January 20th.—George Laird, brakeman, coupling. Hand  
bruised.

March 4th.—John P. King, brakeman, throwing switch. Knee bruised.

March 4th.—Aug. Wolfe, brakeman, fell from car. Bruised.

March 6th.—John Kyle, trespasser, struck by train. Killed.

March 7th.—William Carelton, employe, coupling. Collar-bone broken.

March 13th.—Anthony Anderson, trespasser, attempted to board train. Killed.

March 22d.—M. McMahon, yard-master, brake slipped. Hand bruised.

March 25th.—John Summers, boy, boarding train. Foot crushed.

April 3d.—John W. Brown, brakeman, coupling. Two fingers bruised.

April 6th.—Howard Miller, brakeman, coupling. Hand bruised.

April 7th.—Patk. Sexton, brakeman, coupling. Foot bruised.

April 8th.—John McKeon, trespasser, boarding train. Foot crushed.

April 9th.—B. B. Miller, brakeman, fell on train. Arm cut.

April 10th.—Richard Horn, engineer, struck by "tell-tale" post. Killed.

April 13th.—William Cramer, brakeman, coupling. Finger crushed.

April 15th.—George J. Gordon, brakeman, coupling. Two fingers crushed.

April 24th.—Nicholas Leahey, drill-master, fell from car. Internally injured.

April 28th.—Charles Drake, brakeman, coupling. Thumb crushed.

April 29th.—William Mowery, engine-wiper, fell from engine. Leg crushed.

May 8th.—Patk. Morgan, employe, coupling. Finger bruised.

May 11th.—Edward Barton, trespasser, walking on track. Bruised.

May 12th.—Unknown woman, trespasser, walking on track. Killed.

May 12th.—James Carroll, brakeman, coupling. Finger bruised.

May 12th.—James Hines, trackman, coupling. Killed.

May 14th.—William Cole, trespasser, boarding train. Slightly cut.

May 15th.—James Dawson, gateman, struck by train. Killed.

May 15th.—Givoanni Monferadina, freight handler, struck by car. Killed.

May 19th.—Thomas Colbert, machine-shop employe, struck by train. Killed.

May 20th.—John Rominson, trespasser, boarding train. Collar-bone broken.

May 22d.—Thomas Kilroy, brakeman, coupling. Bruised.

May 24th.—John Voorhees, brakeman, fell from car. Leg broken and bruised.

May 30th.—Frank A. Mensch, brakeman, coupling. Hand crushed.

June 1st.—James A. Noonan, brakeman, fell from car. Killed.

June 2d.—Thomas Corsidine, employe, switching. Bruised.

June 2d.—Daniel Moore, brakeman, freight shifting on car. Arm bruised.

June 3d.—William Lewis, boy, boarding train, trespasser. Killed.

June 5th.—Frank Geiser, brakeman, fell from car. Bruised.

June 5th.—James Bartron, brakeman, coupling. Two fingers crushed.

June 5th.—Salvator Scaringo, Italian, struck by train. Killed.

June 6th.—Jesse Hammer, brakeman, coupling. Three fingers bruised.

June 6th.—John Kitson, employe, uncoupling. Three fingers bruised.

June 10th.—John Black, brakeman, coupling. Arm bruised.

June 12th.—Rosario Visconti, trackman, struck by train. Killed.

June 24th.—John Wallisch, trespasser, struck by engine. Scalp wound.

June 26th.—Pietro Simenda, Italian, trespasser, struck by train. Killed.

July 1st.—William Hertle, trespasser, struck by train. Killed.

July 3d.—Matthew McGrath, trespasser, struck by train. Foot crushed.

July 5th.—John Roach, trespasser, run over by train. Killed.

July 6th.—Andrew Begosh, trackman, struck by engine. Slightly injured.

July 7th.—Samuel June, brakeman, coupling. Hand bruised.

July 7th.—Thomas Wheelan, trespasser, walking on track. Killed.

July 7th.—Chas. Duquette, employe, struck by drag rope hook. Killed.

July 14th.—C. H. Dennis, brakeman, struck by switch. Foot bruised and head cut.

July 15th.—George Hardman, brakeman, coupling. Killed.

July 18th.—Harry Janicke, brakeman, coupling. Finger bruised.

July 19th.—William Abrams, brakeman, fell on train. Cut on wrist.

July 20th.—Frank Dusenburg, brakeman, coupling. One finger bruised.

July 20th.—Mrs. Emily P. Goard, passenger. Broke finger in car door.

July 21st.—William Morrison, brakeman, fell from car. Face and head cut.

July 24th.—Patrick Gunning, trespasser, struck by train. Arm broken.

July 24th.—Geo. R. Colyer, trespasser, boarding train. Leg bruised.

July 30th.—John Sweeney, brakeman, fell from car. Killed.

August 4th.—Pasquail Brocco, passenger. Head cut by stone thrown at car.

August 5th.—James Berton, brakeman, fell from car. Bruised and face cut.

August 7th.—T. Emmett, brakeman, coupling. Hip bruised.

August 8th.—John Crotty, switchman, struck by car. Injured about head and body.

August 11th.—Morris H. Lawton, brakeman, unloading freight. Foot injured.

August 21st.—John Murphy, trespasser, boarding train. Leg crushed.

August 25th.—William Richardson, passenger, attempting to raise window. Hand cut.

August 29th.—N. F. Dickerson, brakeman, fell from car. Arm bruised.

August 31st.—Lewis D. Crone, trespasser, boarding train. Killed.

September 2d.—Chas. Serwick, trespasser, attempting to cross track. Shoulder broken and bruised.

September 4th.—Wm. Labarr, brakeman, iron pin struck foot. Bruised.

September 4th.—Dennis Slinger, trespasser, struck by bridge. Killed.

September 5th.—J. B. Hart, brakeman, fell from train. Slightly injured.

September 5th.—Nicholus Focara, Italian, got in front of of moving cars. Leg crushed.

September 6th.—Chas. Weller, trespasser, jumped off train. Bruised.

September 13th.—William Emmons, fireman, stepped in front of moving engine. Killed.

September 26th.—James Buggy, trespasser, struck by train. Killed.

September 27th.—Marcena Best, brakeman, fell from train. Killed.

October 3d.—Unknown man, trespasser, struck by train. Killed.

October 11th.—Abram Best, brakeman, fell from car. Killed.

October 12th.—John Farrell (boy), trespasser, jumped from train. One leg crushed.

October 14th.—Thos. Wright, employe, jumped from train. Slightly cut.

October 16th.—Chas. Johnson, baggage-porter, truck struck by train. Slightly bruised.

October 16th.—W. A. Young, brakeman, fell off car. Badly bruised.

October 18th.—W. T. Sparks, conductor, fell from engine. Badly bruised.

October 23d.—Small child, son of James Murtha, got in front of engine. One arm crushed ; was on track.

October 23d.—Patrick Smith, drill-master, coupling. Thumb bruised.

October 26th.—Robert Austin, colored, supposed to have jumped off train. Slightly bruised.

November 2d.—Anthony Dugan, switchman, struck by engine. Bruised.

November 4th.—Father Matthias Brown and James McCarthy, while driving, were struck by train at crossing. McCarthy's hand badly bruised, Father Brown's head bruised and a bone in face fractured.

November 7th.—John Dolan, employe, coupling. Two fingers crushed.

November 10th.—Robert McFarlain, trespasser, boarding train. Foot crushed.

November 10th.—C. Ferdon, brakeman, coupling. Hand bruised.

November 10th.—John Wilson, brakeman, coupling. Three fingers crushed.

November 10th.—Basco Mastria, passenger, jumping off train. Scalp wound.

November 16th.—Patrick Quinn, watchman, boarding train. Killed.

November 19th.—Fred. Todd, brakeman, fell off car. Killed.

November 24th.—Byram Jordon, brakeman, stepped in front of engine. Killed.

November 24th.—Thomas H. Headland, brakeman, coupling. Arm broken.

November 24th.—Peter Drury, trackman, struck by train. Badly injured.

November 25th.—John Devine, trespasser, struck by engine. Foot crushed.

November 27th.—Edward Vanorden, trespasser, struck by engine. Ribs broken.

November 28th.—Fred. Marschman, trespasser, boarding car. Foot crushed.

November 28th.—James Cusick, brakeman, fell from train. Head cut.

November 28th.—James O'Brien, brakeman, struck by train. Arm crushed.

November 30th.—Charles Scherer, brakeman, coupling. Finger crushed.

December 1st.—Anthony Role, trackman, struck by train. Killed.

December 2d.—Charles Fitzgerald, brakeman, fell from car. Slightly bruised.

December 2d.—William R. Ross, brakeman, coupling. Hand bruised.

December 4th.—Arthur Kimball, tramp, trespasser, boarding train. Legs injured.

December 6th.—William P. Johnson, brakeman, coupling. Two fingers bruised.

December 11th.—Wm. Condon, brakeman, coupling. Slightly bruised.

December 12th.—Sylvester Wright, trespasser, jumped from train. Head cut.

December 13th.—Edward Gorman, brakeman, fell on track. Leg broke.

December 14th.—Daniel McGrath, employe, uncoupling. Thumb crushed.

December 15th.—John Van Billiard, brakeman, fell from train. Head cut.

December 17th.—Patrick Lacy, coachman, struck at crossing. Slightly bruised.

December 18th.—Anthony Noon, brakeman, coupling. Finger crushed.

December 20th.—John Masterson, trespasser, walking on track. Ribs broken.

December 20th.—Thomas Gray, brakeman, struck switch. Back and leg bruised.

December 22d.—John Rowe (boy), trespasser, jumped from train. Bruised.

December 26th.—Edwin Abner, brakeman, coupling. Killed.

Approved :

A. REASON,  
Superintendent.

# MORRIS AND ESSEX EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Morris and Essex Extension Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$221,000 00
Floating debt.....	141,383 28
Cost of road and equipments.....	\$362,383 28

The road extends from junction with Boonton Branch of M. & E. R. R. into the city of Paterson, a distance of one and ninety-one hundredths miles.

It is operated by the Delaware, Lackawanna and Western R. R. Co., as lessee, under an agreement to pay four per cent. on its stock, etc., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western R. R. Co., as lessee of the Morris and Essex R. R. Co., and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, ss.—Arthur D. Chambers, being duly sworn, on his oath says, that he is Treasurer of the Morris and Essex Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 6th day of February,  
A. D. 1894.

W. B. CARDOZO,

Notary Public, No. 145, New York County.

Dividends paid during the year 1893, and how paid—\$8,840.00, directly to stockholders, by the Delaware, Lackawanna and Western R. R. Co., as lessee of the Morris and Essex R. R. Co.

Post-office address of this company, No. 26 Exchange Place,  
New York City, N. Y.

ACCIDENTS.

None.

## MOUNT HOPE MINERAL RAILROAD COMPANY.

*To the Honorable the Comptroller of the State of New Jersey, Trenton,  
N. J.:*

SIR—In obedience to the laws of the State of New Jersey, the Mount Hope Mineral Railroad Company makes the following report for the year ending December 31st, 1893:

This road extends from Mount Hope to Port Oram, in Morris county, a distance of about three and fifty-four hundredths miles, and is used mainly for the transportation of iron ores, coal and mine supplies.

No passengers transported.

Capital stock paid in.....	\$160,000 00
The company owes no debt, either funded or floating.	
Cost of road, including right of way.....	138,449 98
Cost of equipment.....	30,828 81
The entire earnings for the year have been.....	16,413 36
Expenses of repairs and operating have been.....	14,363 22

Walter Scranton, being first duly sworn, doth depose and say that he is Vice President of the above named railroad, and that the foregoing report is true, as he verily believes.

WALTER SCRANTON.

Sworn and subscribed before me this eighth day of January, 1894.

EDWIN F. COREY,

Commissioner of Deeds for the State of New Jersey in New York.

MOUNT HOLLY, LUMBERTON AND MEDFORD  
RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Mount Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$95,650 00
Bonded debt.....	75,000 00
Cost of road and equipments.....	\$170,650 00

The road extends from Medford to Mount Holly, a distance of six and two-tenths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of eleven thousand, one hundred and eighty-nine dollars (\$11,189).

It is equipped and operated by the Pennsylvania Railroad Company and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—Henry I. Budd, being duly sworn, on his oath says that he is President of the Mount Holly, Lumberton and Medford Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

HENRY I. BUDD,  
Pres't.

Sworn and subscribed before me this second day of February,  
A. D. 1894.

WALTER C. BARROWS.

## RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers, apportioned to New Jersey.....	\$3,176 69
Income from freight, " " " .....	1,414 62
Income from other sources, " " " .....	422 58
Total.....	5,013 89
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies...	\$10,561 48
Dividends paid during the year 1893, and how paid—At the rate of 6 per cent., in two semi-annual dividends of \$2,869.50 each.	

Post-office address of the above-named company: H. I. Budd,  
Pres't, Mt. Holly, N. J.; Isaac W. Stokes, Sec'y, Medford, N. J.

### THE NATIONAL DOCKS RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,200,000 00
Cost of road and equipments.....	1,251,728 46

Dividends paid during the year 1893, and how paid—None.

The road extends from Bergen Hill to Communipaw, a distance of two miles.

#### RECEIPTS AND EXPENSES FOR 1893.

Income from freight .....	\$72,970 64
Income from other sources .....	736 54
Total.....	\$73,707 18

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$18,727 76
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State of New York, New York County, ss.—Jas. A. Hand, being duly sworn, on his oath says that he is Secretary of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

JAS. A. HAND.

**RAILROAD AND CANAL REPORTS.**

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Sworn and subscribed before me this twentieth day of February, A. D. 1894.

**MYNDERT A. VOSBURGH,**  
Notary Public Kings County,  
Certificate filed in N. Y. County.

**ACCIDENTS.**

**None.**

## NAVESINK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Navesink Railroad Company presents the following report for the year ending December 31st, 1893 :

Cost of road and equipments..... \$695,654 59

The road extends from Atlantic Highlands to Highland Beach, a distance of four and sixty-six hundredths miles, including tracks on pier at Atlantic Highlands.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Navesink Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railroad Company. No separate account of the same was kept.

Dividends paid during the year 1893, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railroad Company, if any.

## NEWARK AND BLOOMFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$103,850 00
Floating debt.....	160,425 19
Cost of road and equipments.....	\$264,275 19

The road extends from Roseville Junction to Montclair, a distance of four and twenty-four hundredths miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of six per cent. on its stock, and report of its operations is included in report of said company.

It is operated by the Delaware, Lackawanna and Western R. R. Co., as lessee of the Morris and Essex R. R. Co., and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says, that he is Treasurer of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 6th day of February, A. D. 1894.

W. B. CARDOZO,  
Notary Public, No. 145, New York County.

Dividends paid during the year, and how paid—\$6,231.00, directly to stockholders, by the Delaware, Lackawanna and Western R. R. Co., as lessee of the Morris and Essex R. R. Co.

Post-office address of this company: No. 26 Exchange Place, New York City, N. Y.

#### ACCIDENTS.

May 17th.—Angelo Valenn, Italian, trespasser, struck by train. Bruised.

October 3d.—August Richman, brakeman, coupling. Hand bruised.

## NEWARK AND HUDSON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$250,000 00
Bonded debt.....	250,000 00
Floating debt—None.	
Cost of road.....	355,056 18

The road extends from Bergen Junction to Newark, a distance of five and five hundred and twenty thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$33,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this 22d day of January, A. D. 1894.

CORTLANDT PARKER, JR.,

M. C. C. of N. J.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers and freight.....	\$86,040 60
Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies.....	\$56,497 28
And interest on bonds.....	17,500 00

Dividends paid during the year 1893, and how paid—None.

Post-office address of this company, 21 Cortlandt street, New York City.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Newark and Hudson Railroad, being duly sworn, on his oath says, that the foregoing statement of receipts and expenditures, and also that the accompanying statement of accidents occurring during the year 1893 on that road, are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 17th day of February, 1894.

THOMAS N. WILLIAMS,  
Notary Public N. Y. County.

## ACCIDENTS.

February 22d.—John Reilly, age 34, crossing flagman, stood too close to track as passenger train 303, engine 189, P. Fitzsimmons, engineer; D. Mandville, conductor, was passing Fourth avenue crossing, Newark, and was struck by engine, bruising left hip and leg. Engine bell was ringing, and whistle sounded.

June 28th.—J. N. Wanamaker, age 50, switchman, while coupling cars, yard engine 405, J. McGalvey, engineer, at Newark, 11:20 A. M., had his hand caught and crushed between the draw heads.

July 24th.—N. Frost, age 36, trackman, while pulling spike from tie at Harrison, 3 P. M., let the bar slip from spike, catching and crushing little finger of left hand between bar and rail.

August 30th.—Carl Donweiller, age 47, tramp, was walking on end of ties in Newark, and as passenger train 313, engine 36, engineer, J. Conklin; conductor, C. Crane, approached he stepped directly in front of engine, and was struck. Head was cut, and legs bruised. Engine bell was ringing, and whistle sounded.

Sept. 9th.—John D. Parett, age 43, conductor, while attempting to jump from one car to another in freight train 336, engine 556, C. Shean, engineer, at East Newark, 7:20 P. M., jar of the car caused him to lose his balance, and, falling to ground, had two ribs broken and right hip bruised.

September 21st.—James Hill, age 50, watchman, attempted to signal engine 437, engineer, J. Cole, to stop at 1:40 A. M., near Passaic bridge, to get on, and stepping in the way he was struck, breaking several ribs. Engine bell was ringing.

October 7th.—Geo. Cowdy, age 24, passenger, while riding on platform of coach fell off passenger train 315, engine 101, H. Springstead, engineer; F. Clay, conductor, at Bergen, 2.28 P. M., cutting his head and bruising his body. Conductor told him to go inside, but he did not mind.

November 8th.—Timothy O'Hearn, age 47, trackman. He was walking the track, and as passenger train 518, engine 164, engineer, G. Merritt; conductor, R. Furey, approached near Hackensack bridge, 12:50 P. M., he stepped in the way, and was struck. He died from injuries same day at St. Francis Hospital, Jersey City. Engine bell was ringing, and engineer applied brakes, but could not stop train in time to prevent accident.

December 18th.—Pietro Corrado, age 27, laborer, while loading dirt at Harrison, the bank of dirt caved in at 9:55 A. M., throwing him against the car, bruising his legs.

December 30th.—John Myers, age 46, section foreman, stepped in way of tie thrown by trackman, at Harrison, 2:15 P. M., and was struck, bruising and spraining his back.

## NEW JERSEY JUNCTION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Junction Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$100,000 00
Bonded debt.....	1,700,000 00
Floating debt—None.	
Cost of road and equipments.....	\$1,699,738 23

The road extends from Weehawken, N. J., to Jersey City, N. J., a distance of four and sixty-nine hundredths miles.

It is leased to the New York Central & Hudson River Railroad Co. at an annual rental as provided in contract approved by the Legislature of the State of New Jersey by Chapter CLXII., approved April 12, 1886.

It is equipped and operated by the New York Central and Hudson River Railroad Co., and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Chauncy M. Depew, being duly sworn, on his oath says, that he is president of the New Jersey Junction Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCY M. DEPEW,

President.

Sworn and subscribed before me this 12th day of January, A.D. 1894.

H. C. DUVAL,  
Notary Public, Kings County.  
Certificate filed for New York County.

\* RECEIPTS AND EXPENSES FOR 1893.

Dividends paid during the year 1893, and how paid—None.

\* See affidavit below.

Post-office address of this company: Grand Central Station, New York City.

State of New York, County of New York, ss.—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the New Jersey Junction Railroad, being duly sworn, says: That the earnings and expenses of the New Jersey Junction Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the New Jersey Junction Railroad during the year ending December 31, 1893, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN,  
Comptroller.

Sworn and subscribed before me this twelfth day of January, 1894.

H. C. DUVAL,  
Notary Public, Kings County.  
Certificate filed for New York County.

ACCIDENTS.

February 6th.—R. Labar, freight conductor, injured by extra train at Jersey City (R. Labar,† conductor; S. S. Poole,‡ engineer); second, third and little finger of right hand mashed while pulling a pin.

† Not now in service.    ‡ Still in service.

March 16th.—Wm. Michaels, non-employe, injured by extra train at Hoboken (T. B. Fishler,† conductor; S. S. Poole,‡ engineer); left leg run over and head and body bruised; struck by engine while walking on track.

July 2d.—Wm. Briggs, freight brakeman, injured by extra train at Weehawken (S. Rodman,‡ conductor; S. S. Poole,‡ engineer); left hand mashed while coupling cars; was not using a coupling-stick.

August 3d.—Mark Burke, employe of Adams Express Co., injured by train 38 at Jersey City (T. B. Franklin,‡ conductor; F. Francisca,‡ engineer); left foot cut off at ankle and head cut; struck by engine while walking on track at station.

October 25th.—Unknown man, laborer, struck by train 3 at Jersey City (T. B. Franklin,‡ conductor; J. Cassidy,‡ engineer); killed; struck by engine while walking on trestle over the Erie Railroad.

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† Not now in service.

‡ Still in service.

## NEW JERSEY SHORE LINE RAILROAD COMPANY.

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Shore Line Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$31,000 00
Floating debt.....	2,438 00
Cost of road and equipments ..	\$33,438 00

Dividends paid during the year 1893, and how paid—None paid.

The road, as projected, is to extend from Weehawken, N. J., to Harrington, N. J., a distance of fifteen and one-half miles.

## REMARKS.

Road not constructed.

Post-office address of the above company: Grand Central Station, New York City.

State of New York, New York County, ss.—Chauncy M. Depue, being duly sworn, on his oath says, that he is President of the New Jersey Shore Line Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCY M. DEPUE,  
President.

Sworn and subscribed before me this 12th day of January,  
A. D. 1894.

H. C. DUVAL,  
Notary Public, Kings County,  
Certificate filed for New York County.

## NEW JERSEY SOUTHERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in—Preferred.....	\$1,590,600 00	
Common .....	1,000,000 00	
		\$2,590,600 00
Bonded debt (including that of the Long Branch and Sea Shore Railroad).....		1,790,600 00
Cost of road and equipments—purchased at foreclosure sale in 1879 for.....		\$752,000 00
Dividends paid during the year 1893, and how paid—None.		

The road extends from Port Monmouth to Atco (main line), with branches from Eatontown to East Long Branch and East Long Branch to Highland Beach (formerly Long Branch and Sea Shore R. R.); total, eighty-three and seventy-four hundredths miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$438,221 61
Income from freight.....	242,514 53
Income from other sources.....	38,618 38
Total.....	\$719,354 52
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	\$681,643 25

## REMARKS.

Included in the operations of this company are the receipts and expenses of the following companies :

	Miles.
The Buena Vista Railroad Co.....	1.03
The Cumberland and Maurice River Railroad Co.....	21.20
The Cumberland and Maurice River Extension Railroad Co.....	1.23
The Navesink Railroad Co.....	4.66
The Toms River Railroad Co.....	7.57
The Toms River and Barnegat Railroad Co.....	14.71
The Vineland Railroad Co.....	46.82
The West End Railroad Co.....	1.55

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 10th day of March, A.D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

#### ACCIDENTS.

January 16th.—Allen P. Thomas, brakeman, while attempting to turn switch for passing train at Lakewood, had thumb mashed by coming in contact with car step. Engineer, P. Doyle; conductor, John McBurth.

January 28th.—William A. Hudnut, conductor, in jumping from a gondola car at Atlantic Highlands, fell sideways, breaking his arm. Engineer, Daniel Davis; conductor, William A. Hudnut.

February 3d.—Martin Morris, brakeman, had his shoulder slightly injured at Lakewood. Engineer, Charles Rice; conductor, F. Garwood.

February 21st.—Leon Oliver, brakeman, had the first finger of right hand crushed while coupling cars at Bayside. Engineer, Jake Truex; conductor, William C. Oliver.

March 18th.—John Jackson had his arm badly mashed while coupling cars at Shrewsbury. Engineer, James Thompson; conductor, John Kelly.

March 31st.—John Mason, carpenter, in trying to raise a bridge-sleeper with bar, at Freehold, fell forward catching his fingers between the bar and block, badly mashing them.

April 3d.—Allen Ridgway, brakeman, had hand crushed while coupling cars at Lakewood. Engineer, —; conductor, —.

April 29th.—William Painter, in attempting to board a moving train at East Bridgeton was run over and had to have his leg amputated. Engineer, F. S. Duffield; conductor, Frank Howard.

May 31st.—Theodore Scott, non-employee, was run over and killed about three-fourths of a mile east of Eatontown. Engineer, Joseph Errickson; conductor, William A. Hudnut.

July 31st.—Harry S. Kenworthy, acting as pilot, in getting on engine at Keyport, slipped and had his foot run over and badly mashed. Engineer, Frank Miller; conductor, E. A. Jeffries.

August 10th.—James A. Davis, in attempting to board a moving train at Atlantic Highlands fell and injured his leg.

September 4th.—John Hutton was struck by a piece of coal falling, as is said, from tank of engine at Highlands of Navesink station and slightly injured.

October 20th.—James Corbett was thrown to the ground by horse becoming frightened at engine at Centre street, Atlantic Highlands, and skull fractured. Engineer, W. Miles; conductor, A. S. Wooding.

October 31st.—Samuel Clevenger, brakeman, had finger mashed while coupling cars at Atlantic Highlands. Engineer, Charles Mooney; conductor, —.

December 7th.—George W. Carr, brakeman, slipped on ice while coupling cars, and had his right hand badly squeezed, at

Point View. Engineer, Joseph Cross; conductor, Abner P. Clayton.

December 14th.—Michael Boyle, non-employe, in crossing track at Keyport, was struck by engine and his scalp injured. Engineer, William Miles; conductor, A. S. Wooding.

## NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$100,000 00
Bonded debt.....	3,033,865 00
Floating debt—Miscellaneous liabilities, \$199,500.72; current as- sets, \$30,698.01.....	168,802 71
Cost of road and equipments.....	2,888,723 60
Dividends paid during the year 1893, and how paid—None.	

The road extends from Meadow Junction to Sterling Forest, a distance of forty and ninety-one hundredths miles.

#### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$214,453 54
Income from freight.....	121,189 92
Income from other sources.....	13,371 05
Total.....	<u>\$349,014 51</u>
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power and contingencies,	\$295,862 17
Other charges to income.....	51,819 27
Surplus for the year.....	<u>\$1,333 07</u>

#### REMARKS.

The amount of capital stock authorized on the re-organization of the company was.....	\$100,000 00
The amount actually issued and held by stockholders is 1,500 shares.....	75,000 00

Post-office address of the above company: No. 21 Cortlandt street, New York City, N. Y.

State of New York, New York City and County, ss.—Abram S. Hewitt, being duly sworn, on his oath says that he is President of the New York and Greenwood Lake Railway Company and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

ABRAM S. HEWITT.

Sworn and subscribed before me this 12th day of April, A. D. 1894.

CHARLES L. MALCOLM,  
Notary Public, Kings County,  
Certificate filed in N. Y. County.

#### ACCIDENTS.

January 26th.—John M. Farrell, age 23, brakeman, attempted to couple engine 198 to freight car in train 579, W. Titus, engineer; D. Westfall, conductor, without using a coupling stick, at Bergen, 9:35 A. M., and had first finger of right hand caught and crushed between the bumpers.

February 18.—C. A. Armstrong, age 38, flagman, while uncoupling cars in freight train 576, engine 286, F. Stone, engineer; J. Elliott, conductor, at Wayne, 7:30 P. M., caught his first finger of right hand between coupling pin and drawhead, crushing it.

March 2d.—J. H. Conklin, age 31, conductor, while coupling cars in freight train 477, engine 148, J. Good, engineer, at North Newark, 10:57 A. M., had his left arm caught and bruised.

April 13th.—W. Tremper, age 25, flagman, attempted to couple cars in freight train 575, engine 205, engineer, F. Stone; conductor, J. Elliott; while stooping over on ladder on end of car, and when cars came together he was caught between them, bruising his knee and hip, at Pequannock, 11:40 A. M.

April 27.—J. M. Shew, age 30, brakeman, attempted to uncouple cars in extra freight train, engine 46, I. Garrison, engineer; W. Layton, conductor, at Arlington, 6:58 A. M., while standing on bumpers, and when cars came together had right leg caught between the bumpers, bruising it.

May 2d.—Edw. J. Lafferty, age 21, fireman, while throwing a piece of coal in firebox of engine 185, at Bergen, 9:30 A. M., caught second finger of left hand between coal and firebox, bruising it. W. Osborn, engineer.

May 5th.—Mrs. Sarah Stalker, age 40. She walked down embankment between Orchard street and Bloomfield, and directly in front of passenger train 507, engine 177, A. Ditting, engineer; S. Pellington, conductor, at 9:40 A. M., and was struck. She died from injuries shortly after.

May 5th.—Mrs. E. Newton, age 38, passenger.

May 5th.—Mrs. Sarah Downs, age 60, passenger, while alighting from passenger train 524, engine 177, A. Dittig, engineer; S. Pellington, conductor, after starting from Orchard street station, Bloomfield, 4.45 P. M., they fell and sustained slight bruises on the body. Station had been called, and usual stop made.

June 24th.—A. Drew, age 24, brakeman, while unloading freight from train 575, engine 236, F. Stone, engineer, at Little Falls, 10 P. M., he slipped, wrenching his back.

July 28th.—Jos. Mathews, age 21, brakeman, fell while climbing on car at North Newark, 5 A. M., breaking his right arm.

October 3d.—John Murphy, age 28, while lying across track about five hundred feet west of North Newark station, was run over and instantly killed by passenger train 538, engine 170, engineer, W. Osborne; conductor, S. Pellington, at 12:38 A. M. Engine bell was ringing.

October 9th.—Albert McKinnon, age 22, fireman. He attempted to uncouple freight car from engine 236, at Wanaque,

10:30 A. M., and caught his right arm between the bumpers, bruising it. J. Myers, engineer.

December 29th.—Frank B. Smith, age 30, fireman, while stepping from engine 170, at Forest Hill, 11:30 P. M., his foot turned under him, spraining right ankle.

## NEW YORK AND LONG BRANCH RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$2,000,000 00
Bonded debt.....	1,642,000 00

The road extends from Perth Amboy to Bay Head Junction, a distance of thirty-eight and four-hundredths miles, and is operated by the Central Railroad Company of New Jersey and the Pennsylvania Railroad Company, under agreement.

The earnings and expenses form part of the income and expenses of the lessee companies.

It is equipped by the operating companies, and the further information required by law is annexed hereto.

State of New York, New York City and County, ss.—George F. Baker, being duly sworn, on his oath says that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

GEO. F. BAKER.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

WM. A. BARKALOW,  
Master in Chancery of New Jersey.

## ACCIDENTS.

January 24th.—John Woolley, Matawan, N. J., while attempting to jump from empty coal car in P. R. R. freight train No. 504 at Matawan, was seriously injured. J. R. Skimmons, conductor; Wm. Holton, engineer.

January 30th.—J. K. Hyer, Hamilton, N. J., while attempting to drive across tracks at Como, N. J., was struck by P. R. R. passenger train No. 274, engine 1326, and slightly injured. H. G. Allen, conductor; Thomas Lawler, engineer.

February 2d.—Patrick Gannon, Long Branch, N. J., employed as brakeman, while coupling cars in C. R. R. freight train No. 342, at Asbury Park, had hand severely injured. Conductor, — — —; Engineer, — — —.

March 16th.—Michael Mohahan, Holmdel, N. J., while driving along track south of Hazlet station was struck by C. R. R. passenger train No. 325, engine 373, and slightly injured. J. W. Van Houten, conductor; Lloyd Clark, engineer.

March 16th.—Unknown person, in trying to board C. R. R. passenger train No. 318, engine 373, at Long Branch, was dragged over ballast, cutting knee and being scratched. J. W. Van Houten, conductor; Lloyd Clark, engineer.

April 25th.—Unknown man, in C. R. R. passenger train No. 320, engine 35, had end of finger mashed by the closing of a car door, at Middletown. A. P. Hetfield, conductor; M. N. Clapp, engineer.

May 15th.—A. Applegate, South Amboy, N. J., while attempting to board P. R. R. passenger train No. 275 at South Amboy was slightly injured. C. R. Evans, conductor; G. H. Burton, engineer.

May 19th.—Robert Mills, brakeman, C. R. R., extra, engine 194, had finger bruised coupling cars at South Amboy. William Mabley, conductor; Chas. S. Husbands, engineer.

June 12th.—Philip Purcell, South Amboy, N. J., employed as brakeman, while shifting cars in P. R. R. freight train No. 503, at Asbury Park, had hand severely injured. J. R. Skimmone, conductor; Wm. Holton, engineer.

June 16th.—H. S. Henworthy, brakeman, on C. R. R. passenger train No. 180, engine 77, had ribs and collar bone broken while coupling cars in Matawan yard. H. Attison, conductor; Wm. Mooney, engineer.

June 23d.—Antony White, Long Branch, N. J., an Italian laborer employed on N. Y. & L. B. R. R. work train, while shifting at Long Branch was thrown off car and run over, sustaining severe injuries. John Daly, conductor; W. A. Cook, engineer.

June 26th.—Benjamin L. Patterson, brakeman, on C. R. R. freight train No. 342, engine 84, had one finger crushed in coupling cars at Matawan. F. Wilson, conductor; W. V. Munn, engineer.

July 4th.—Geo. Handschuch, Long Branch, N. J., employed as flagman at Bath avenue, was run over and instantly killed by P. R. R. train 378, engine 606. H. G. Van Marter, conductor; David Emmons, engineer.

July 12th.—John Cline, Manasquan, N. J., while running C. R. R. passenger train No. 311 past Hazlet station, was struck and severely injured by a stick projecting from car on siding. F. W. Shinafield, conductor; John Cline, engineer.

July 14th.—Daniel Randolph, Elizabeth, N. J., employed as passenger brakeman, while coupling cars in C. R. R. train No. 318 at Point Pleasant, was caught between buffers and severely injured. J. W. Van Houten, conductor; Lloyd Clark, engineer.

July 19th.—Silas H. Opdyke, fireman, on C. R. R. race train, No. 377, engine 388, having head out of cab window looking back for signal, head came in contact with post of building and slightly injured at Monmouth Park. W. G. Brown, conductor; F. Miller, engineer.

July 24th.—Henry Brown, Mt. Loretto, Staten Island, while walking on Raritan bridge was struck and severely injured by P. R. R. passenger train No. 272. G. H. Williams, conductor; Albert Rogers, engineer.

July 25th.—Charles Antonides, Asbury Park, N. J., while attempting to drive across tracks south of Sea Girt station, was struck by N. J. S. extra engine No. 303 and severely injured. John Oliver, conductor; E. Cranmer, engineer.

July 27th.—Edward Ross, sitting on bridge north of Red Bank, had his hand run over and mashed by C. R. R. passenger train No. 309, engine 35, in trying to save his hat. A. P. Hetfield, conductor; P. Doyle, engineer.

July 31st.—John Durgen, Trenton, N. J., while lying asleep between tracks north of Long Branch station, was severely injured by C. R. R. passenger train No. 307, engine 370. M. R. Mulford, conductor; Lloyd Clark, engineer.

August 2d.—Abraham Richey, Belmar, N. J., while attempting to cross tracks at street crossing south of Belmar station, drove into P. R. R. excursion train, engine 1106, and was slightly injured. C. E. Provost, conductor; H. Fine, engineer.

August 11th.—Peter Hankins, Point Pleasant, N. J., while attempting to board C. R. R. passenger train No. 319 at Sea Girt station, was struck by P. R. R. passenger train No. 398, engine 1016, and instantly killed. John S. Alston, conductor; Geo. E. Morris, engineer.

August 12th.—Harry Wilcox, Colorado Springs, Col., while stealing a ride on C. R. R. freight train No. 341, fell between cars when shifting at Asbury Park and was severely injured. Elisha R. Edick, conductor; Wm. Ahle, engineer.

August 16th.—Willard C. Sylvester, South Amboy, N. J., employed as brakeman, while shifting cars in P. R. R. freight train No. 504 at Red Bank, was knocked down and slightly injured. J. R. Skimmons, conductor; Wm. Holton, engineer.

August 18th.—W. H. Snediker, baggagemaster, C. R. R. passenger train No. 118, engine 148, while getting off of engine at W. End, slipped and fell and was dragged between train and station platform, badly injuring him. Geo. Gray, conductor; James Thompson, engineer.

August 27th.—Charles Crawford, Middletown, N. J., while lying asleep along track south of Middletown, was struck by C. R. R. freight train No. 348 and slightly injured. C. S. Stokes, conductor; Chas. H. Foster, engineer.

September 1st.—Susan White, either jumped or fell from C. R. R. passenger train No. 313, engine 381, while standing at Ocean Grove, injuring knee. F. W. Shinafield, conductor; Charles Ross, engineer.

September 12th.—Joseph Yeorks, struck by iron valve thrown from train No. 334, engine 137, at Maurers, and knocked down. Fred. Veghte, conductor; John Waite, engineer.

September 18th.—J. Kensler, Asbury Park, N. J., while attempting to drive across tracks at Summerfield avenue, was struck and instantly killed by P. R. R. passenger train No. 275, engine 1328. C. R. Evans, conductor; G. H. Burton, engineer.

September 19th.—W. H. Garrier, passenger, jumped from C. R. R. passenger train No. 309, engine 455, while in motion, at Matawan, and had face cut and scratched. M. R. Mulford, conductor; O. Duran, engineer.

September 19th.—Patrick Murphy, stealing ride, jumped from box car at Matawan, injuring himself. Conductor, — — —; engineer, — — —.

September 28th.—Wm. Maher, Little Silver, N. J., while attempting to cross tracks at road-crossing north of Little Silver station, drove into P. R. R. engine 56, drawing passenger train No. 702, and fatally injured. R. Tharp, conductor; J. H. Warren, engineer.

October 21st.—George W. Brown, Atlantic Highlands, N. J., employed as passenger conductor on New Jersey Southern R. R., while handing his engineer orders on south-bound track at Red Bank station, was struck and fatally injured by P. R. R. passenger train No. 274, engine 1895. H. G. Allen, conductor; A. Schlegel, engineer.

October 30th.—Patrick Devlin, Matawan, N. J., employed as switchman at Matawan, was struck and instantly killed by F. & A. H. train No. 112. M. L. Farrington, conductor; M. C. Mooney, engineer.

# NEW YORK, SUSQUEHANNA AND WESTERN RAIL-ROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock issued in consolidation.....	\$23,600,000 00
Bonded debt.....	10,786,000 00
Cost of road and equipments.....	\$35,469,918 14
Dividends paid during the year 1893, and how paid—In cash.....	120,000 00

The road extends from Marion, N. J., to Gravel Place, Pa., a distance of one hundred and one and three-tenths miles, with branches in New Jersey and Pennsylvania of thirty-six and thirty-three hundredths miles, making, in all, one hundred and thirty-seven and sixty-three hundredths miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$335,064 30
Income from freight.....	1,299,701 02
Income from other sources.....	148,143 91
Total.....	\$1,782,909 23
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies...	\$985,274 41

Post-office address of the above company, No. 15 Cortlandt street, New York City.

State of New York, New York County, ss.—J. P. Rafferty, being duly sworn, on his oath says, that he is Second Vice-Presi-

dent of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn to and subscribed before me this 2d day of March, A.D. 1894.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

#### ACCIDENTS.

February 2d.—William Conroy, brakeman on train No. 50, had his arm bruised while coupling engine to car at Riverside. No bones broken.

February 3d.—Peter Kintz, brakeman, had his back injured while putting on break at Water Gap station.

February 2d.—August Rieble, brakeman, on trains Nos. 47 and 28, while drilling at Paterson, was caught between coal and gravel car and squeezed.

February 17th.—Lorenzo Potts, brakeman on train No. 51, had two fingers mashed while coupling cars at Oak Ridge.

March 12th.—Mrs. Earle or Vogel, got on train No. 1 at Hackensack, and while passing from platform of car to seat struck her foot against sill of coach-door, fell and broke one of her limbs just above the ankle. Train was standing still at the time.

March 14th.—George Gibbs, brakeman on gravel train, between Paterson and Little Ferry Junction, was squeezed between the tank of engine and gravel-car just west of Little Ferry station, breaking two of his ribs.

March 16th.—William Courtwright, brakeman on train No. 52, had two fingers taken off while coupling cars at Two Bridges, N. J.

April 21st.—Man named Tony May, section laborer, fell against drill-engine No. 25 and cut his head.

March 14th.—John Snyder, brakeman on extra train No. 57, had thumb broken and hand hurt while coupling cars at Ridgefield, N. J.

March 18.—Jay Peters, brakeman on train No. 50, had one finger injured while coupling cars at Sparta, N. J.

April 11th.—Samuel Clifford, trackman, while loading ties at Blairstown, fell and injured himself so badly as to hurt his spine and cause paralysis. Cannot move his legs and has no feeling in them.

March 28th.—William Kimble, brakeman on train No. 50, had one finger crushed while uncoupling cars at Sparta, N. J.

April 22d.—Ed. Kniffin, brakeman on train No. 47, was thrown between the cars at Ridgefield Park, injuring his knee.

April 29th.—William Hissem, brakeman on extra train No. 56, had his left hand crushed while making coupling at Washingtonville, N. J.

April 30th.—James Harris, brakeman on extra train No. 57, was struck by bridge at Butler and knocked off of car. Complained of head and shoulders, and was sent to hospital at Paterson.

April 8th.—Jay Peters, brakeman on Wild-Cat train, jumped off car at Johnsons, New York, breaking one of his legs.

June 23d.—While engine No. 11 was backing toward P. R. R. Junction at West End to come into Jersey City for her train, ran over a man named James Morris, cutting off his left leg.

July 25th.—Train No. 66 struck a horse and wagon at Schuetzen Park crossing. The horse killed, wagon badly broken. The man was hurt but not seriously.

July 31st.—Train No. 74 struck and killed boy named John Lang, who ran across the bridge over the county road at West End in front of train.

August 11th.—Train No. 11 struck an unknown man, killing him. Man was walking on track about three hundred yards west of Schuetzen Park.

September 5th.—T. Becker, young man about 17 years old, went between the cars at Tyler Park, N. J., to pull pin. Slack of train coming back caught his arm, causing compound fracture.

September 18th.—Chester Detrick, brakeman on train No. 22, while stepping from one car to another, slipped and fell between cars to the track, the rear part of train running over and killing him, near Ogdensburg, N. J.

November 27th.—Julius Hoffsteter, a boy about 18 years of age, had all the toes on one foot, and one toe on the other foot, taken off, while trying to get onto train No. 52 at Tyler Park, on Nov. 9th, 1893.

December 9th.—James Brink, brakeman on train No. 50, of December 9th, was caught between cars at Sparta, N. J., while coupling cars, and squeezed.

December 16th.—Victor Gaskin, boy about 8 years of age, had one of his feet so crushed by train No. 52, between Warren and Lafayette streets, that it had to be amputated. Caused by his jumping on and off this train while in motion, at Paterson.

## NORTHERN RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Northern Railroad Company of New Jersey presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,000,000 00
Bonded debt .....	654,000 00
Floating debt.....	142,459 78
Cost of road and valuation.....	\$1,033,376 00

The road extends from Bergen Junction, N. J., to Sparkill, N. Y., a distance of twenty-one and twenty-five hundredths miles.

This road is equipped and operated by the New York, Lake Erie and Western Railroad Company under an agreement whereby the operating company receives sixty-five (65) per cent. of the gross earnings and a proportion of the surplus, calculated according to the respective mileage.

State of New York, New York City and County, ss.—J. Hull Browning, being duly sworn, on his oath says that he is Treasurer of the Northern Railroad Company of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. HULL BROWNING.

Sworn and subscribed before me this 29th day of March, A.D. 1894.

JNO. J. DUFF,

Commissioner of Deeds for the State of New Jersey,  
in the State of New York.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$337,298 67
Income from freight.....	81,721 53
Income from other sources.....	18,570 82
Total.....	<hr/> \$437,591 02
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$391,869 20
Dividends paid during the year 1893, and how paid, cash, \$42,500.	

The above includes Nyack and Northern Railroad Company.

Post-office address of the above company, 187 West Street,  
New York, N. Y.

State of New York, New York County, ss.—E. B. Thomas, being duly sworn, on his oath says that he is Vice-President of the New York, Lake Erie and Western Railroad Company, operating the Northern Railroad of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this eleventh day of January,  
A. D. 1894.

THOMAS N. WILLIAMS,

Notary Public, N. Y. Co.

Post-office address of lessee company, No. 21 Cortlandt street,  
New York City.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accompanying statement of accidents occurring on the Northern Railroad of New Jersey during the year ending December 31st, 1893, is correct and true according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this tenth day of February,  
1894.

THOMAS N. WILLIAMS,

Notary Public, N. Y. Co.

## ACCIDENTS.

March 9th.—Wm. Corry, age 38, conductor, while uncoupling cars without using a coupling stick, at Sparkhill, 7:45 P. M., had first finger of left hand caught between pin and drawhead, bruising it; engine 52, I. Doremus, engineer.

April 29th.—G. Sportano, age 24, laborer; he came from behind some cars and attempted to cross track ahead of passenger train 237, engine 100, W. Johnson, engineer; W. Blauvelt, conductor, at Granton, 6:35 P. M., and was struck and instantly killed; engine bell was ringing.

July 1st.—D. Conklin, age 23, brakeman, while coupling cars caught his second finger of right hand between pin and drawhead, bruising it, engine 559, J. McCauley, engineer, at Granton, 11:15 A. M.

July 14th.—Oscar Blauvelt, age 21, brakeman, attempted to couple cars without using a coupling stick, at New Durham, 10:25 A. M., and had first finger of right hand caught between the bumpers, crushing it; engine 100, J. Myers, engineer.

July 17th.—J. N. McMahon, age 26, brakeman, while getting on freight car, at Englewood, 9:45 P. M., slipped and bruised his left foot.

August 29th.—Alonzo Jewell, age 47, fireman, while coaling engine 113, at Homestead, 8:00 A. M., let a piece of coal fall on his right foot, bruising it.

October 19th.—Mrs. A. Brizolaro, age 65; she was walking on the track and as train 214, engine 300, engineer, A. Phillips; conductor, J. Maguire, approached, between Northvale and Norwood, at 8:26 A. M., she stepped directly in front of the engine and was struck and instantly killed; engine whistle was sounded.

October 20th.—Daniel Fisher, age 50, switchman, attempting to couple cars without using a coupling stick, at Nyack, 1 P. M., caught his middle finger of left hand between the bumpers, bruising it; engine 530, C. Rogers, engineer.

October 21st.—William Johnson, age 15, passenger, while leaving coach in passenger train 223, M. F. Broe, conductor; P. Reque, engineer, at South Nyack station, 4:45 P. M., he swung the door after him and, putting out his left hand behind him, to prevent door slamming, caught top of middle finger between the door and frame, cutting it.

November 6th.—Frank Demons, age 30, attempted to cross the track ahead of passenger train 212, engine 302, A. Phillips, engineer, W. Blauvelt, conductor, between Tyer Park and Bergen, at 7.09 A. M., and was struck and killed; engine bell was ringing and whistle sounded.

November 16th.—P. J. Kinsella, age 24, brakeman, while coupling cars in freight train 269, engine 180, O. Barrett, engineer, W. Carry, conductor, at Sparkill, 10:00 A. M., he caught his right hand between the bumpers, bruising it.

December 22d.—Geo. Powless, age 30, brakeman, attempted to couple cars without using a coupling stick, at Fair View, 10:30 A. M., and caught his left hand between the bumpers, crushing it. Engine 812. W. Johnson, engineer.

December 29th.—Chas. Brehant, age 21, brakeman, attempting to couple cars in freight train 270, engine 316, J. Doremus, engineer, W. Corry, conductor, at Norwood, 8:15 P. M., without using a coupling stick, caught second and third fingers of left hand between the bumpers, bruising them.

## OGDEN MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$450,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	450,000 00

The road extends from Ogden Mine to Nolans Point, N. J., a distance of nine and eighty-six hundredths miles.

It is leased to the Central Railroad Company of New Jersey, at an annual rental of five per cent. on its capital stock.

It is equipped and operated by the Central Railroad Company of New Jersey, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says, that he is President of the Ogden Mine Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS.

Sworn and subscribed before me this 9th day of January, A.D. 1894.

FRED. H. BEACH,

Master in Chancery of New Jersey.

## PASSAIC AND DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$111,050 00
Floating debt.....	25,975 96
Cost of road and equipments.....	\$137,025 96

The road extends from Summit Junction to Bernardsville, a distance of thirteen and ninety-nine hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of five per cent. on its stock, and report of its operations is included in the report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this 6th day of February, A. D. 1894.

W. B. CARDOZO,  
Notary Public, No. 145, New York County.

## RECEIPTS AND EXPENSES FOR 1893.

Dividends paid during the year 1893, and how paid—\$5,552.50, directly to stockholders by lessee.

Post-office address of this company, No. 26 Exchange Place, New York city, N. Y.

## ACCIDENTS.

None.

# PASSAIC AND DELAWARE EXTENSION RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and Delaware Extension Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$100,000 00
Floating debt .....	114,044 71
Cost of road and equipments.....	\$214,044 71

The road extends from junction with Passaic and Delaware R. R. at Bernardsville to Gladstone, a distance of seven and forty-hundredths miles.

It is operated by the Delaware, Lackawanna and Western R. R. Co. as lessee, under an agreement to pay four per cent. on its stock, etc., and report of its operations is included in report of the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western R. R. Co., as lessee, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Arthur D. Chambers, being duly sworn, on his oath says, that he is Treasurer of the Passaic and Delaware Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. D. CHAMBERS.

Sworn and subscribed before me this 6th day of February, A. D. 1894.

W. B. CARDOZO,  
Notary Public, No. 145, New York County.

Dividends paid during 1893, and how paid—\$4,000.00 directly to the stockholders, by the Delaware, Lackawanna and Western R. R. Co. as lessee of the Passaic and Delaware Railroad.

Post-office address of this company: No. 26 Exchange Place, New York City, N. Y.

## ACCIDENTS.

None.

## PASSAIC EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic Extension Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$6,000 00
Bonded debt—None.	
Floating debt .....	15,463 32
Cost of road and equipments.....	\$21,463 32

The road extends from a point on the north side of the Passaic river, west of Eighth street, and runs along the centre of Seventh street and the west bank of the Passaic river and along a tow-path of the Dundee canal to the Dundee dam, and also includes a branch line which begins at a line south of Monroe street and runs along the centre of Randolph avenue to a point in the highway leading from the Clifton bridge to Clifton station, the same being about three miles in length, and wholly within the city and county of Passaic.

It is operated by the New York, Susquehanna and Western Railroad Company, and the particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more specifically set forth.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, *ss.*—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the

Passaic Extension Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this nineteenth day of February, A. D. 1894.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

Post-office address of this company: No. 15 Cortlandt street,  
New York City, New York.

ACCIDENTS.

None.

State of New York, City and County of New York, ss.—  
Simon Borg, President of the New York, Susquehanna and Western Railroad Company, being duly sworn, says that the accounts of the operations and expenditures of the Passaic Extension Railroad Company are merged in the general accounts of the New York, Susquehanna and Western Railroad Company, and that the foregoing statement of accidents occurring on the Passaic Extension railroad during the year ending December 31st, 1893, is correct and true to the best of his knowledge, information and belief.

SIMON BORG.

Sworn and subscribed before me this nineteenth day of February, A. D. 1894.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

## PASSAIC RIVER EXTENSION RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic River Extension Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid, in.....	\$7,700 00
Cost of road and equipments (for right of way).....	\$7,700 00

## REMARKS.

The company was incorporated to build a road from a connection with the Manufacturers' Extension Railroad to a connection with the Newark and New York Railroad, a distance of about one mile. The right of way for this road is being secured, and no construction has, as yet, been done.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Passaic River Extension Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

## PASSAIC AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Passaic and New York Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock issued.....	\$70,000 00
Bonded debt.....	70,000 00
Floating debt—None.	
Cost of road and equipments..	\$140,000 00

The road extends from Passaic City to a connection with the New York, Susquehanna and Western Railroad near Rochelle Park, N. J., a distance of three miles.

It is leased to the New York, Susquehanna and Western Railroad Company, at an annual rental of \$1,200 and taxes. The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified.

It is equipped and operated by the New York, Susquehanna and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York county, ss.—John P. Rafferty, being duly sworn, on his oath says that he is Treasurer of the Passaic and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. P. RAFFERTY.

Sworn and subscribed before me this 19th day of February,  
A. D. 1894.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

Post-office address of this company, No. 15 Cortlandt street,  
New York city, N. Y.

ACCIDENTS.

None.

State of New York, City and County of New York, ss.—  
Simon Borg, the President of the New York, Susquehanna and  
Western Railroad Company, being duly sworn, says that the ac-  
counts of the operations and expenditures of the Passaic and  
New York Railroad Company are merged in the general accounts  
of the New York, Susquehanna and Western Railroad Company,  
and that the foregoing statement of accidents occurring on the  
Passaic and New York Railroad during the year ending Decem-  
ber 31st, 1893, is correct and true, to the best of his knowledge,  
information and belief.

SIMON BORG.

Sworn to and subscribed before me this 19th day of February,  
A. D. 1894.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New Jersey,  
Residing in the State of New York.

# PATERSON AND HUDSON RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Hudson River Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$630,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$630,000 00

The road extends from the city of Paterson to Marion, in the county of Hudson, a distance of thirteen and nine hundred and fifty thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$53,400.00, including land in Jersey City.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Passaic County, ss.—Robert S. Hughes, being duly sworn, on his oath says that he is Secretary and Treasurer of the Paterson and Hudson River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT S. HUGHES,

Sworn and subscribed before me this fifth day of January, A. D. 1894.

ROBERT S. HOPPPER,  
Master in Chancery, N. J.

## RECEIPTS AND EXPENSES FOR 1893.

(Refer to lessee.)

Dividends paid during the year 1893, and how paid—Eight per cent., \$53,000, paid in cash.

Post-office address of this company, Robert S. Hughes, Secretary, Paterson, New Jersey.

## ACCIDENTS.

(Refer to lessee.)

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Hudson River Railroad, presents the following report for the year ending December 31st, 189 :

The road extends from Paterson to Weehawken, a distance of thirteen and ninety-five hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$48,400.

It is equipped and operated by the New York, Lake Erie and Western R. R. Co., and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—E. B. Thomas, being duly sworn, on his oath says, that he is Vice-President of the N. Y., L. E. & W. R. R. Co., lessee of the Paterson and Hudson River Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 11th day of January, A. D. 1894.

THOMAS N. WILLIAMS,  
Notary Public, N. Y. Co.

Post-office address of this company: Lessee's address, No. 21 Cortlandt street, New York City.

State of New York, City and County of New York, ss.—Augustus B. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says, that the accounts of the operations and of the earnings and expenditures of the Paterson and Hudson River Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee; and that the accompanying statement of accidents occurring on the Paterson and Hudson River Railroad during the year ending December 31st, 1893, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 10th day of February, 1894.

THOMAS N. WILLIAMS,  
Notary Public, N. Y. Co.

#### ACCIDENTS

*During the year ending December 31st, 1893.*

January 1st.—Patrick Meeres, age 65, messenger, while passing through Jersey City freight yard, about 3:20 P. M., fell down on track, cutting and bruising his face.

January 2d.—Edw. H. James, age 25, brakeman, while climbing up ladder of box car in extra freight train, engine 741, W. King, engineer; J. E. Myers, conductor; passing Carlton Hill at 1:25 A. M., he slipped and caught his left leg between the cars in a bent position, breaking the leg and putting hip out of joint.

January 3d.—Mrs. Joseph Dalton, age 28, she stood too close to track at Erie street, Jersey City, while yard engine 486 was backing, at 10:10 P. M., and was struck, receiving bruise of right shoulder and breast. The gates were up at the time, being frozen, but flagman gave warning and engine bell was ringing.

January 3d.—J. R. Dennis, age 27, brakeman, while uncoupling cars in train extra freight, engine 245, M. Curtis, engineer ; J. Corey, conductor ; at Bergen, 10:40 A. M., caught his first finger of left hand between coupling pin and deadwood, putting the finger out of joint.

January 11th.—W. J. Lynch, age 43, at 10:25 A. M., light engine 36, I. Cassell, engineer ; stopped east of Grove street crossing, Jersey City, when flagman signalled driver of horse car to come ahead, and engineer taking signal for him moved engine slowly over crossing striking the car. Lynch was in the car and received slight contusion of left knee and shin.

January 14th.—Walter P. Cole, age 40, brakeman, on freight train 270, engine 187, conductor, W. Curry ; engineer, O. Barrett ; which passed Erie street crossing, Jersey City, at 10:55 P. M., near which point Cole's remains were found half an hour later. He evidently fell from the train ; no witnesses.

January 16th.—Anton W. Paulson, age 35, while train N. J. & N. Y. 12, engineer, I. Hasbrook, engine 7 ; conductor, Charles Kaufman ; was passing over Hackensack bridge, at 9:50 A. M., he stepped in front of the engine and had right foot crushed. Engine bell was ringing.

January 18th.—Frank L. Commet, age 30, brakeman, while getting off caboose in freight train, engine 742, C. C. Sheare, engineer ; D. C. Carpenter, conductor ; at Secaucus, 2:35 P. M., stepped on end of tie, and foot turning, slightly sprained right ankle.

January 19th.—John Lavinduski, age 39, coal heaver, while working in coal pockets, Bergen, at 8:25 A. M., a lump of coal fell from car striking him on head, slightly cutting it.

January 19th.—John Smith, age 31, ash pit cleaner, while coaling light engine 255, at Bergen, 8:20 A. M., he slipped on ice in tank of engine and fell, bruising left arm.

January 20th.—Jas. F. McDonald, age 34, car builder, while repairing platform of car, in Jersey City, at 5:30 A. M., he slipped and slightly sprained right foot.

January 19th.—Edward Carney, age 23, switchman, slipped from top of freight car being pushed in Jersey City yard, at 11:30 P. M., C. Jennings, engineer; C. Foleman, conductor, and bruised his face and body. No apparent cause for slipping.

January 24th.—E. N. Bills, age 22, fireman, while shaking grates of yard engine 420, H. L. Hopper, engineer, at Bergen, 12 o'clock noon, his foot slipped, causing him to fall and slightly sprain left wrist.

January 26th.—W. F. Brennan, age 26, hostler, slipped on ice, striking against engine 431, at Bergen, 5:45 A. M., and bruising left hip.

January 24th.—Mary E. Ryan, age 23, killed. Margaret Spillane, age 25, killed. Mrs. Thos. O'Brien, age 30, scalp wound. Miss Ida Bashour, age 13, contusion of face. John Moore, age 26, leg crushed, and died at Emergency Hospital, Passaic, January 29th, 1893. As train 14, engine 323, J. H. Fisher, conductor; Chas. Blizzard, engineer, was passing Monroe street, Passaic, at 12:30 A. M., a sleigh containing parties mentioned, was driven against the engine, throwing occupants of sleigh out with result as shown. Engine whistle was blown for the crossing and bell ringing.

January 27th.—Robt. Phillips, age 22, brakeman, while coupling engine 198, on to extra freight train, at Secaucus, 8:45 A. M., he caught his left arm between the bumpers, bruising it. H. C. Jones, engineer; P. Dusenbury, conductor.

January 29th.—E. J. Bolan, age 28, section foreman, while changing frogs, in Jersey City yard, 9 A. M., he let a frog slip from his hand, catching and crushing three fingers of left hand.

January 29th.—John O. Mahoney, age 35. He was intoxicated, and in coming into waiting room, Jersey City, at 1.30 P. M., fell down the stairs, cutting side of his head.

January 30th.—J. Bouches, age 26, yard brakeman, while coupling cars, yard engine 434, F. Hopper, engineer, at Jersey City, 11.35 A. M., had his first and second fingers of right hand caught and crushed between deadwood and drawhead of car.

January 30th.—Toney Myer, age 24, laborer, while helping to load frogs at Jersey City, 3:15 P. M., had two fingers of right hand caught between frog and end of car, bruising it.

February 1st.—J. W. Lammasson, age 25, brakeman, attempted to couple cars in train, extra freight, engine 267, at Pen Horn, 1:50 A. M., without using a coupling-stick, and had his fingers of left hand caught and crushed between the bumpers.

February 2d.—John Murphy, age 60, crossingman at Erie street, Jersey City. He was found lying about 10 feet west of Jersey avenue crossing at 12:05 A. M., with fracture of skull and body bruised, and died shortly after reaching hospital. It is supposed that he was struck at Erie street by light engine 734, H. B. Caskey, engineer, and dragged to point found. Engine bell was ringing and proper lights on engine.

February 2d.—J. E. Gillen, age 21, brakeman, while on tank of engine 275, engineer, W. Van Dine, at Pen Horn, 10:15 P. M., he slipped on ice causing him to fall and sprain right angle.

February 7th.—Geo. J. Turner, age 38, fireman, slipped on coal in tank of light engine 106, H. Springstead, engineer, at Jersey City, 5:30 P. M., and sprained his left ankle.

February 7th.—William Noonan, age 23, brakeman, while coupling cars, yard engine 445, Geo. Woods, engineer, at Bergen, 10:20 P. M., caught two fingers of left hand between head of coupling-pin and deadwood, crushing both fingers.

February 8th.—James E. Knox, age 44, switchman, while climbing on engine 256, J. B. Crossman, engineer, in Jersey City yard, at 9:25 P. M., he slipped and fell, bruising right shoulder.

February 11th.—A. Goodben, age 28, on A. M. of date mentioned his mutilated remains were found along the track at East Paterson. Unknown how the accident happened. The man was intoxicated the evening before.

February 13th.—Thos. J. Smith, age 28, switchman, while coupling cars, yard engine 451, M. Rounds, engineer ; J. Walsh, conductor ; in Jersey City yard, at 7:15 P. M., he caught his thumb of right hand between head of coupling-pin and deadwood, bruising it.

February 15th.—Anthony N. Birs, aged 33, yardmaster, but not on duty at time of accident. Was standing on top of stock car in freight train, engine 437, I. Cole, engineer ; D. Sweeney, conductor ; and was struck by overhead bridge, east end of tunnel, Jersey City, at 12:45 P. M., causing slight concussion with rupture of brain. Bridge guards were in good condition.

February 16th.—Thomas Bratton, age 28, brakeman, while stepping from a car at Bergen, 4:15 P. M., he slipped on some hard snow and slightly sprained left ankle.

February 16th.—Louis H. Winfield, age 24, brakeman, attempted to couple cars in freight train 83, engine 735, A. Davis, engineer ; C. Westbrook, conductor, at Jersey City, 5:20 A. M., without using a coupling stick, catching his arm between the bumpers, causing contusion of right forearm.

February 28th.—Patrick Fitzpatrick and Otto Witting, ages 29 and 40, driver and conductor of horse-car which was struck by light engine 227, P. A. Fish, hostler, on Grove street crossing, Jersey City, at 12:07 A. M., and both received contusion of leg, injury slight. Gateman failed to put the gates down in time. He was dismissed from the service and is not retained in company employ. Engine bell was ringing.

March 1st.—Michael Nash, age 27, switchman, while uncoupling yard engine 433, P. McCarthy, engineer, in Jersey City yard at 9 P. M., caught and bruised his first finger of right hand between head of coupling pin and drawhead.

March 1st.—Watson Perry, age 28, brakeman, stood in the way of light engine 250, engineer, W. Kronk, as it was backing up in Bergen yard at 10:20 A. M., and was struck on right arm, crushing it above elbow. Engine bell was ringing.

March 2d—William G. Cole, age 21, fireman, attempted to jump on passenger train 25, engine 165, J. Brown, engineer; C. Goodman, conductor, in Jersey City yard, at 10:15 A. M., and slipping fell on stone ballast, cutting his left wrist. This was not his train—off duty at time.

March 3d—Christ. E. Kautz, age 21, brakeman, while coupling cars in freight train, extra engine 747, L. Waiden, engineer; William Luckey, conductor, at Pen Horn, 3.15 A. M., without using a coupling stick, had his thumb and forefinger of right hand caught and crushed between the bumpers.

March 3d—Alex. McKenzie and Dennis Ryan, ages 45 and 28, they were on a hearse crossing at County Road crossing near Secaucus, at 1 P. M., when the flagman left the gates down on the hearse, throwing the men off. Both were bruised about the head and hips. Flagman was discharged and is not retained in the company's service.

March 7th—Fred. Kohler, age 22, car repairer, while turning steam on some cars at Jersey City, 7:30 A. M., the hose coupling blew out, allowing steam to escape and scald his hip and ankle.

March 9th.—Patrick Joyce, age 60, car sealer, while in the act of applying seal to freight car in Jersey City yard, at 8:30 A. M., he stepped too close to next track in way of yard engine 412, which struck him, breaking his right ankle. Engine bell was ringing.

March 11th.—Frank Lewis, age 27, brakeman, at Bergen, 8:40 A. M., lumber loaded on car in freight train 80, engine 288, R. Skinner, engineer; J. Traynor, conductor, shifted, catching and lacerating his fingers.

March 14th.—Mike Fabe, age 45, trackman, while helping to shove grampus at Jersey City, 1:15 P. M., he slipped and wheel caught his left foot, bruising it at instep.

March 15th.—Allen Marsh, age 28, brakeman, while coupling cars in freight train 84, J. Brown, conductor; A. Weingartom, engineer, at Bergen, 10:50 A. M., caught his first finger of left hand between coupling pin and drawhead, bruising it.

March 17th.—Unknown man, age about 36, remains were found near track between Grove and Erie streets, Jersey City, at 5:10 A. M. His head was crushed. It is unknown how the accident happened.

March 17th.—James J. Connelly, age 23, brakeman, while putting a block under wheel of car at Bergen, 9:07 P. M., caught his third finger of right hand between the block and rail, bruising it.

March 17th.—William Shultz, age 39, brakeman, while standing on box car in extra freight train, engine 245, M. Curtis, engineer; J. H. Sheen, conductor, he was struck by overhead bridge at west end of Bergen Tunnel, 3:45 P. M., causing depressed fracture of skull. The bridge guards were all right.

April 7th.—Joseph McCabe, age 23, brakeman, attempted to couple cars without using a coupling stick, at Bergen, 11:30 P. M., and caught his thumb and first two fingers of right hand between the drawheads, crushing them. Yard engine 417, T. Brenton, engineer.

April 8th.—Charles Carroll, age 28, switchman, while cutting cars loose, yard engine 451, engineer, G. Cowan, in Jersey City yard, at 10:45 P. M., caught his foot in guard rail, and falling, had right arm and leg run over. Died shortly after reaching St. Francis hospital, Jersey City.

April 8th.—H. E. Stevenson, age 24, brakeman, while coupling cars in extra freight train, engine 272, B. Padien, engineer; G. Halstead, conductor, at Bergen, 11:30 P. M., without using a coupling stick, caught and crushed first finger and thumb of right hand between the bumpers.

April 8th.—Frank E. White, age 30, brakeman. He leaned out of cab window engine 270, in freight train 86, W. Canfield, engineer; D. Davis, conductor, at Bergen, 5:15 P. M., and was struck by signal pole, bruising head and shoulder.

April 8th.—Charles Grady, age 21, switchman, attempted to couple cars at Jersey City, 9 P. M., without using a coupling stick, and catching third and fourth fingers of right hand between drawheads, bruised them. Yard engine 433, engineer, J. Herring.

April 9th.—Charles Hershberger, age 35, brakeman, attempted to couple cars in freight train 90, engine 276, J. Brown, engineer; J. Reynolds, conductor, at Bergen, 10:30 A. M., without using a coupling stick, and thumb of right hand catching in drawheads, was crushed at second joint.

April 10th.—William Temple, age 18; found at Bergen, 10:25 A. M., with face badly cut. Supposed that he was injured while getting off some freight train on which he stole a ride from Hoboken.

April 11th.—James McManus, age 40, brakeman, attempting to couple cars at Bergen, 4:15 A. M., without using a coupling stick, caught his right arm between the bumpers and had it slightly bruised. Yard engine 417, S. Clark, engineer.

April 12th.—M. McLaughlin, age 28, brakeman, in setting brake on car in Bergen yard, 11:20 P. M., did not put dog in ratchet so it would stay, and dog slipped out, caused brake-wheel to fly around and throw him down, bruising his back.

April 14th.—Thomas Kelly, age 23, brakeman, attempted to uncouple cars while train was in motion, at Bergen, 8:15 P. M., and stumbling, dropped his right arm between the bumpers, breaking it. Yard engine 445, D. Winfield, engineer.

April 15th.—Calvin Jenkins, age 42, engineer, while moving a board on tender of engine 420, in Jersey City yard, 2:45 A. M., caught and crushed first and second fingers of right hand.

April 28th.—Hicks Griffin, age 45, was struck by mail-bag, thrown from train 17, engine 307, conductor, A. McNeal; engineer, R. Brigenshaw, at Passaic, 5 A. M., causing contusion of left arm and back. Bag was thrown by U. S. mail-clerk.

April 30th.—John Ehrhardt, age 22, switchman, attempted to couple cars while in motion, in Jersey City yard, at 2 A. M., and falling, flange of wheel caught and crushed toes of his right foot. Yard engine 451, P. A. Dexter, engineer.

May 1st.—W. D. Johnson, age 47, brakeman, while coupling cars in freight train 79, engine 451, G. Cowan, engineer ; P. Whittaker, conductor ; in Jersey City yard at 10:30 P. M., had fourth finger of right hand caught and crushed between the bumpers.

May 9th.—Thomas Ford, age 19, was stealing a ride on some freight train, and in jumping off at Secaucus, about 7:30 P. M., he fell and had left foot run over.

May 17th.—Frank Pawloski, age 33, car builder, stepped out from between some cars he had been repairing at Jersey City, 11:42 A. M., and onto opposite track in way of engine 327, H. Watts, engineer ; was struck, inflicting scalp wound. Engine bell was ringing.

May 19th.—Adolph Schneider, age 30, yard conductor, while uncoupling cars caught his second finger of left hand between head of pin and deadwood, crushing it. Yard engine 445, D. Winfield, engineer, at Bergen 8:20 P. M.

May 22d.—P. W. Davis, age 21, brakeman, while coupling engine 205 onto freight train 269, engineer, R. Conklin ; conductor, J. Kinsella ; in Jersey City yard at 1:45 A. M., caught his arm between the deadwoods, breaking it.

May 24th.—John J. Ginocchio, age 28, switchman, in jumping from freight cars standing in switch, Jersey City yard, at 6:45 A. M., sprained his right ankle.

May 24th.—George H. Sanderson, age 27, switchman ; drawbar pulled out of freight car, and, failing to fasten it back properly, other cars came against it too close while coupling, squeezing him about the breast. He resumed work June 1st. Yard engine 402, engineer H. Vreeland, at Jersey City 5:30 A. M.

June 3d.—Mrs. R. Liebirmann, age 82, attempted to cross tracks at County Road crossing, near Secaucus, 6:17 P. M., ahead of passenger train 17, engine 2, G. R. Nicholson, engineer ; J. Ricker, conductor ; and was struck and instantly killed. The gates were down at the proper time ; she went on tracks about ten feet west of crossing. Engine bell was ringing, but she was deaf.

June 5th.—William Teischman, age 28, passenger. As train 54, engine 35, J. Cookson, engineer; W. Baxter, conductor; approached Rutherford station at 7:20 A. M., he attempted to cross to platform ahead of train and was struck by engine, cutting his face and bruising his side. Engine bell was ringing.

June 5th.—John W. Hawkins, age 22, brakeman, while coupling cars without using a coupling stick, caught his right hand between the drawheads, bruising it. Engine 269; engineer, C. Hanners, at Pen Horn, 10.05 P. M.

June 7th.—Michael J. Dowdell, age 84, switchman, attempting to couple cars without using a coupling stick, at Jersey City, 12.45 A. M., had first finger of left hand caught and crushed between the drawheads. Yard engine 410; C. Vreeland engineer.

June 8th.—Jesse A. Barnes, age 21, brakeman, while on top of box car, in Bergen yard, 12:35 P. M., he signalled engineer D. Norwood, engine 254, to back up, and as engineer did so, Barnes, stepping back, lost his balance and fell to ground, receiving contusion of the spine.

January 19th.—Thos. Doran, age 26, switchman, while coupling cars, at Bergen, 9:45 P. M., yard engine 406, A. Lambert, engineer, had his hand squeezed between the bumpers.

June 22d.—James Quinn, age 32, switchman, walked backwards off end of freight car being pushed by yard engine 400, J. Kent, engineer, at Jersey City, 6 A. M., bruising his left side and face.

June 22d.—Unknown man, age about 45. Remains were found near track, at Penn Horn, 10 P. M. Evidently struck by some train unknown while walking on track.

June 26th.—Chas. Hall, age 37, trackman, while helping to load a bumper on to a grampus, he caught his middle finger of right hand between bumper and grampus, bruising it, at Jersey City, 5.30 P. M.

June 27th.—Wm. T. Walsh, age 26, fireman, stepped on track in way of cars being shoved by engine 400, in Jersey City Yard, at 6:50

A. M., receiving contusion of right arm and hip and scalp wound.  
A. Aurgassen, engineer.

June 28th.—Jos. Fisher, age 14, attempted to jump on extra freight train, engine 739, at Secaucus, 4:50 A. M., and falling under wheel, had left leg crushed. F. Quick, engineer ; M. McKinday, conductor.

July 3d.—Joe Alfonso, age 25, trackman, was working on track at Provost street, Jersey City, and failing to get out of the way in time, was struck and instantly killed by passenger train 228, engine 167, H. Helmke, engineer ; R. D. Herring, conductor, at 2:55 P. M. Engine bell was ringing and whistle sounded, but he did not pay attention in time.

July 4th.—John Martin, age 37, switchman, while uncoupling cars in Jersey City yard at 12:30 A. M., had first finger of right hand caught and bruised between coupling pin and deadwood of car. Yard engine 400, J. Kent, engineer.

July 4th.—John Lutz, age 25, brakeman, after coupling cars stepped out on next track in way of approaching yard engine 406, G. Kinney, engineer, at Bergen, 12:40 P. M., and was struck, bruising left knee and elbow. Engine bell was ringing.

July 5th.—William L. Feeter, age 27, switchman, attempting to cross ahead of cars being shoved by engine 6, C. Jenkins, engineer, at Jersey City, 6:10 P. M., and stubbing his toe, fell, and car dragging him, broke his right leg and dislocated left hip.

July 7th.—John Ohleavits, age 28, laborer, while unloading ties, one fell on his right ankle, spraining it, at Jersey City, 7:00 A. M.

July 11th.—Edgar Weeks, age 60, passenger, standing on step of coach in train 56, arriving at Jersey City 7:46 A. M., jar of train rounding a curve caused him to lose balance and fall off, receiving two scalp wounds. Engine 59 ; engineer, S. Miles ; conductor, T. Clay.

July 16th.—John Flaherty, age 40, brakeman, attempted to couple cars at Bergen, 9:00 P. M., without using a coupling stick, and had

his right thumb caught and crushed between the drawheads. Yard engine 445, J. Wilder, engineer.

July 16th.—George Soule, age 35, switchman, while uncoupling cars in Jersey City yard, 5 A. M., had second finger of right hand caught and bruised between coupling pin and drawhead. Yard engine 451, George Cowan, engineer.

July 17th.—George Howell, age 22, brakeman, while uncoupling cars in Pen Horn yards, 11:10 P. M., had first and second fingers of left hand caught and bruised. Yard engine 445, D. Winfield, engineer.

July 20th.—M. McLoughlin, age 25, yard brakeman, while uncoupling cars at Pen Horn, 12:30 A. M., caught his arm between the bumpers, crushing it. Yard engine 445, D. Winfield, engineer.

July 21st.—H. L. Sarvent, age 28, fireman, while climbing up to clean headlight of engine 81 in Jersey City yard, 3 P. M., his foot slipped, causing him to fall and bruise his right side.

July 22d.—Toney Barratta, age 32, was on car loading manure, on side track at Bergen, 2:30 P. M., when some cars breaking loose from engine 106, and striking the car he was on caused him to lose his balance and fall under wheels, killing him. H. C. Jones, engineer.

July 29th.—Dennis O'Keefe, age 45, attempted to cross track ahead of yard engine 436, engineer, B. Bogart, in Jersey City yard, at 8:45 P. M., and was struck. He died from injuries soon after reaching St. Francis Hospital, city. Engine bell was ringing.

July 30th.—James Burke, age 12, hanging on side step of car stealing a ride in Jersey City yard at 3:20 P. M., was struck by switch stand and falling under car had left arm run over. Yard engine 438, J. Reeder, engineer.

July 30th.—John Forshee, age 24, was struck and killed by passenger train 598, engine 161, B. Turrell, engineer; S. Pellington, conductor, at east end of tunnel, Jersey City, 9:19 P. M., engine bell was ringing. Not near any crossing.

August 10th—John Martin, age 36, switchman, while turning switch let the ball on switch lever fall on his big toe of left foot, bruising it. At Jersey City 3:30 A. M.

August 11—Alex. E. Ball, age 38, brakeman, while coupling cars in Jersey City yard 7:15 P. M., caught his fingers of right hand between the drawheads of car, bruising them. Engine 457, engineer, W. Dexter.

August 14th—William Kinlegar, age 6, was walking through tunnel when struck and killed by passenger train 62, engine 111, E. Black, engineer; W. Baxter, conductor, 1:35 P. M. Engine bell was ringing.

August 15th—Charles McQuade, age 26, switchman, attempted to couple cars without using a coupling stick at Jersey City, 3 A. M., had his fingers of left hand caught and crushed between the drawheads. Yard engine 412; engineer, C. Jenkins.

August 18th—Frank Sheba, age 22, laborer, while helping to unload timber from a car at Secaucus 10 A. M., had thumb of left hand caught between timbers, cutting it.

August 18th—Burt Curtis, age 4, he went under the gates at Cole street, Jersey City, and despite the warning of flagman who tried to stop him, attempted to cross ahead of passenger train 233, engine 211, engineer, B. Scribner; G. Blauvell, conductor, at 640 P. M. He was struck and died at St. Francis Hospital, Jersey City, two hours after.

August 21st.—Joseph Buckle, age 34. He went around the gates at County Road crossing, Secaucus, and attempting to cross ahead of N. J. & N. Y. passenger train 23, engine 6, S. Saunders, engineer; C. Kaufman, conductor; about 40 feet west of crossing, was struck and killed at 10:08 P. M. Engine bell was ringing and whistle sounded.

August 22d.—George Denneston, age 30, was lying asleep behind signal-box attachment side of track at Passaic bridge, and was struck by passenger train 105, engine 31, T. Dagion, engineer; J. Engle,

conductor; at 6:26 A. M., cutting his head and bruising his body. Engine bell was ringing.

August 22d.—Henry Tholey, age 16, climbed on freight train 81, engine 739, G. Smith, engineer; J. Corwin, conductor; and falling off at Monmouth street, Jersey City, 10:20 P. M., had right leg and arm crushed.

August 22d.—A. Leibinskie, age 45, trackman, while cleaning up around Bergen yard stepped directly in front of N. Y. & G. L. passenger train 511, engine 185, engineer, T. Duffey; conductor, J. Hoffman; at 1:52 P. M., and had right foot crushed. Engine bell was ringing.

August 24th.—Andrew Smith, age 32, car repairer. He attempted to cross between coaches in Jersey City depot as engine 101, engineer, W. H. Kent, was backing coaches together, 2:05 P. M., and was caught between the cars, braking three ribs.

August 25th.—Henry Holmes, age 33, brakeman, attempting to couple cars without using coupling-stick in Jersey City yard, 3:25 A. M., caught first finger of right hand between drawheads, crushing it. Engine 5:46; J. E. Cooney, engineer.

August 25th.—William Hammond, age 29, was stealing a ride on train 115, engine 82, J. Bogart, engineer; G. Carpenter, conductor; and jumping off in Jersey city yard, at 3:50 P. M., fell and slightly bruised his right hand and forehead.

August 26th.—Ira H. Winfield, age 22, brakeman, attempted to couple cars without using a coupling-stick, at Pen Horn, 6:45 A. M., and catching his arm between the bumpers caused him to fall. Right leg was run over and arm crushed. Engine 264, M. Flynn, engineer; C. Westbrook, conductor.

August 29th.—B. Mininovitz, age 22, he was laying with head on rail between Monmouth street and east end of tunnel, Jersey city, and was run over and instantly killed by passenger train 330, engine 188, T. Fitzsimmons, engineer; P. Hall, conductor; at 8:28 P. M.

Engine bell was ringing and headlight burning all right; engineer could not stop in time to avoid accident.

September 3d.—John Washunght, age 21, was stealing a ride on train 616, engine 101, H. Springstead, engineer; P. L. Hall, conductor; and jumping off at County Road, Secaucus, 5:20 P. M., he fell, crushing thumb of right hand and bruising his body.

September 5th.—Frank P. Doremus, age 24, fireman, while throwing coal in fire box of engine 451, in Jersey City yard, 5:25 P. M., caught his first finger of left hand between lump of coal and fire box, crushing it.

September 13th.—Michael Pendergast, age 60, switch tender, he stepped in way of cars being pushed by yard engine 410, C. Vreeland, engineer, in Jersey City yard, and was struck and instantly killed at 5:30 A. M. Engine bell was ringing and switchman shouted to him but he did not notice in time.

September 14th.—James Flynn, age 24, he was found near turntable, in Jersey City yard, at 10:50 P. M., with his face badly cut and bruised. Unknown how he was injured.

September 18th.—C. Mara, age 55, lampcleaner, while crossing tracks in Jersey City yard, was struck by yard engine 435, engineer, F. Smith; at 1:25 P. M., bruising right leg and hip. Engine bell was ringing.

September 21st.—P. A. Fish, age 28, fireman, ash pit man put water on ash pan of engine 30 to clean it out, and fire box door being open flames flew out, burning Fish's arms. In Jersey City yard at 4:45 P. M.

September 27th.—John Craig, age 27, switchman, attempted to couple cars without using a coupling-stick, in Jersey City yard, 1:45 P. M., and catching his third finger of right hand between the drawheads, had it badly bruised. Yard engine 436, J. Rounds, engineer.

September 27th.—Henry Newmyer, age about 32, his remains were found near Hackensack bridge tower, at 4:15 A. M., badly mangled. Unknown how he met his death.

September 28th.—Dennis Coveney, age 48, switchman, attempting to couple cars without using a coupling-stick, in Jersey city yard, at 3:45 P. M., he caught first finger of left hand between the bumpers, breaking it. Yard engine 403, A. Auryanssen, engineer,

September 29th.—E. A. Carman, age 31, brakeman, attempted to couple cars without using a coupling-stick, at Pen Horn, 1:45 A. M., and caught fingers of right hand between the drawheads, crushing them. Yard engine 743, engineer, J. Dooley.

October 1st.—Frederick Decker, age 14, while stealing a ride, fell under wheels of car in freight train, engine 487, I. Cole, engineer; A. Dickinson, conductor, between Cole and Monmouth streets, Jersey City, 11:10 A. M. Left leg cut off.

October 10th.—John Whitnow, age 56, machinist, attempting to cross track at Provost street, Jersey City, ahead of yard engine 413, M. Rounds, engineer, was struck and instantly killed at 6:15 P. M. Engine bell was ringing and headlight burning brightly.

October 12th.—Floyd W. Bross, age 36, brakeman, attempted to couple cars without using a coupling-stick, at Bergen, 10:30 P. M., and catching three fingers of left hand between drawheads, badly crushed them. Engine 743, J. Casterline, engineer.

October 15th.—John Boylan, age 35. He went under gates at Povonia avenue crossing, Jersey City, and attempting to cross ahead of yard engine 436, engineer, J. Moore, was struck at 12:45 A. M., bruising his body and cutting his head. He was warned by crossing-man and switchman, but paid no attention.

October 28th.—Robert Compton, age 50, engineer. He leaned out from tank of engine 324, passenger train 15, conductor, D. King, and was struck by signal pole at Bergen, 4:52 P. M., cutting and bruising his head.

November 1st.—Michael F. Galvin, age 27, switchman, while uncoupling cars in Jersey City freight yard at 5 A. M., had his right arm caught between the drawheads, bruising it. Switch engine 402, J. Ronge, engineer.

November 9th.—Mrs. L. Mead, age 62, attempting to cross ahead of train 12, engine 322, C. Blizzard, engineer; M. Black, conductor, near Passaic station, at 7:40 A. M., she fell and was struck by step of coach, fracturing her left arm and leg.

November 15th.—G. Fortunato, age 45, trackman. He was oiling switches at N. J. and N. Y. junction, and as passenger train, extra, engine 310, engineer, T. Dagion; conductor, H. Lupton, approached, he ran across track, and then turning around he attempted to run back, and was struck and instantly killed. Engine bell was ringing and whistle sounded.

November 15th.—M. F. Scanlon, age 24, switchman, attempting to couple cars without using a coupling stick, in Jersey City yards, at 3:10 A. M., he caught third and fourth fingers of his right hand between the bumpers, crushing them. Yard engine 413, G. Cowan, engineer.

November 16th.—E. J. Du Bois, age 23, brakeman, while uncoupling cars in Pen Horn yard, 1:30 A. M., caught fingers of right hand between head of coupling pin and deadwood of car, crushing them. Engine 251, H. Stearns, engineer.

November 19th.—John Reddington, age 24, fireman, while getting down from cab to tank of engine 252, in extra freight train, C. D. Romaine, engineer, at Bergen, 4:30 P. M., he slipped and sprained his right ankle.

November 25th.—R. M. Hayden, age 32, switchman, while attempting to jump on switch engine 451, D. O'Brien, engineer, in Jersey City yard, at 11:15 A. M., he stepped on piece of ballast which turned his foot, wrenching right knee and bursting blood vessel.

November 29th.—M. E. Mackerly, age 26, fireman. A lump of coal dislodged from heap on tank of engine 322 and fell on his right foot, badly bruising it, at Jersey City, 6:30 A. M.

December 1st.—Joe Suckusdusky, age 35, laborer, while unloading rail from car at Bergen let one of the rails fall on middle finger of his left hand, crushing it, 4:15 P. M.

December 2d.—Emil Fisher, age 21, brakeman, attempting to couple cars without using a coupling stick, in freight train extra engine 738, C. Ryan, engineer; H. Hopler, conductor, at Pen Horn, 6:20 A. M., he caught fingers of left hand between the bumpers, bruising them.

December 6th.—Arthur A. Bagley, age 30, brakeman, attempting to couple cars without using a coupling stick, in extra freight train, engine 738, J. Lyons, engineer; F. Cooney, conductor, at Pen Horn, 10:15 A. M., he caught second finger of right hand between the bumpers, crushing it.

December 10th.—John McGreevey, age 16, while stealing a ride on freight train, extra, engine 250, W. Ronk, engineer; J. D. Le Bar, conductor, he fell under the wheels and was instantly killed at Bergen, 2:40 P. M.

December 12th.—J. L. Lake, age 25, switchman, attempting to couple cars without using a coupling stick in Jersey City yard at 7:40 P. M., caught fingers of left hand between drawheads, crushing them. Yard engine 433, J. Haring, engineer.

December 16th.—John B. Bryer, age 40. He was found lying between tracks at N. J. and N. Y. junction with head cut, supposed to have fallen from some train while stealing a ride.

December 23d.—D. Mulligan, age 20. He was found lying on Cole street crossing, Jersey City, after freight train second 81, engine 746, engineer, W. McKim; J. H. Sheen, conductor, had passed, at 11:50 P. M., with both legs crushed. He died from injuries, at St. Francis' Hospital, Jersey City, 3 A. M., next day. Crossing gates were down for train, and it is unknown how he came to be injured.

December 24th.—Charles H. Mason, age 25, fireman, while looking out of cab, engine 262, in freight train, H. Palmer, engineer; R. Cassady, conductor, at Pen Horn, 1:40 P. M., was struck by signal pole, causing contusion of scalp with slight laceration.

December 30th.—John E. Cooke, age 31, engineer, while looking out of cab on engine 260, in extra freight train, C. Jennings, conductor, was struck on head by signal pole at Bergen, 11:05 A. M., bruising it and wrenching his neck.

# PATERSON, NEWARK AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$250,000 00
Bonded debt.....	500,000 00
Floating debt—None.	
Cost of road.....	\$545,433 29

The road extends from Paterson to Newark, a distance of ten and ninety-hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this twenty-second day of January, A. D. 1894.

CORTLANDT PARKER, JR.,

M. C. C. of N. J.

Income from passengers and freight.....	\$166,038 03
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	100,338 66
And rental.....	35,000 00

Dividends paid during the year 1893, and how paid—None.

Post-office address of above-named company : No. 21 Cortlandt street, New York City.

State of New York, City and County of New York, ss.—  
Augustus R. Macdonough, being duly sworn, says that he is the Secretary of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson, Newark and New York Railroad, and that the foregoing statement of receipts and expenditures, and also the accompanying statement of accidents occurring during the year 1893 on that road are true, according to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this seventeenth day of February, 1894.

THOMAS N. WILLIAMS,  
Notary Public N. Y. Co.

#### ACCIDENTS.

January 18th.—Washington Barnes, age 37, flagman, while transferring a box from a freight car he fell, sustaining contusion of left shin. At Essex, 12:30 P. M.

June 24th.—Mrs. W. H. Gruet, age 28, killed; Clark Gruet, age 5, killed; Ralph Gruet, age 2, killed; Mrs. C. P. Williams, age 37, skull fractured, died next night, 11 o'clock; Nellie Williams, age 13, killed. Parties mentioned were in carriage, which was struck by passenger train 317, engine 147 (F. Hoar, engineer; J. Smith, conductor), on Washington avenue crossing, Avondale, at 3:58 P. M. The horse came to a stop about twenty feet from the crossing, but as train approached the animal raised his head and plunged forward in front of train, driver losing control of it. Automatic crossing bell was ringing distinctly; engine bell was ringing and whistle sounded; engineer also

applied air when he saw the horse plunge, but the distance was too short to stop in time to prevent accident.

August 18th.—Frank Under, age 39, trackman, while riding on hand-car dropped his dinner-pail, and jumping off after it, he fell and broke his collar-bone; 5:30 P. M., at Essex.

December 14th.—David E. Richardson, age 28, brakeman, attempted to couple cars without using a coupling-stick, at Essex, 11:20 A. M., and caught his arm between the bumpers, bruising it. Engine 545; engineer, F. Howe.

# PATERSON AND RAMAPO RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Paterson and Ramapo Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$298,000 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments (including cost of Union railroad)	\$350,000 00

The road extends from city of Paterson, northerly, to New York and New Jersey State line, a distance of 14,413 miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of \$26,500.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Passaic County, ss.—Robert I. Hopper, being duly sworn, on his oath says that he is Secretary *pro tem.* of the Paterson and Ramapo Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ROBERT I. HOPPER.

Sworn and subscribed before me this fifth day of January, A. D. 1894.

JAMES G. BLAUVELT,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

Dividends paid during the year 1893, and how paid—8%, \$23,840, paid in cash.

State of New York, New York County, ss.—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Paterson and Ramapo Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this eleventh day of January, A. D. 1894.

THOMAS N. WILLIAMS,  
Notary Public New York County.

State of New York, City and County of New York, ss.—Augustus R. MacDonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations and of the earnings and expenditures of the Paterson and Ramapo Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring on the Paterson and Ramapo Railroad during the year ending December 31st, 1893, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this tenth day of February, 1894.

THOMAS N. WILLIAMS,  
Notary Public New York County.

#### ACCIDENTS.

January 12th.—Michael O'Hearn, age 22, fireman, while throwing coal in firebox of engine 553, freight train extra east, F. E. Cooney, engineer; J. Tyrell, conductor; he slipped and slightly strained his back, 3 P. M., at Paterson.

January 13th.—T. Marshall, age 23, brakeman, while walking over box car in freight train, engine 740, passing Ramseys, at 9:50 P. M., struck his left foot against running-board of car, causing him to fall and sprain left ankle. Chas. Doty, conductor; J. H. Welsh, engineer.

January 18th.—Andrew J. Jones, age 22, brakeman, attempted to couple cars in extra freight train, engine 546, S. W. Evans, engineer; John Johnson, conductor, at Ramseys, 1:30 P. M., without using a coupling stick, and caught his arm between the bumpers, bruising it.

January 19.—E. M. Garlow, age 24, brakeman, was changing top light in caboose, and, losing his balance, fell to floor, spraining his wrists, at Ramseys, 10 P. M.

January 22d.—James Hayes, age 25, fireman on engine 251, extra freight train, C. Jennings, conductor; C. Foleman, engineer. Engineer failed to stop the train in time to avoid its running off derailing switch at Ramseys, 12:20 A. M., the jar throwing Hayes against tender of engine, causing contusion of back.

January 25th.—Frank Reunerr, age 74, while picking coal at West Paterson, 2 P. M., was struck and killed by passenger train 120, engine 147, W. Carter, conductor; C. Clark, engineer. Engine whistle was sounded and bell ringing, but train was passing in opposite direction, and he did not notice. Engineer applied brakes, but could not stop train in time to prevent accident.

January 26th.—John Devlin, age 45. He drove a wagon on first crossing west of Allendale station as passenger train 31, engine 309, J. Van Duzen, conductor; C. Romaine, engineer, approached, at 4:33 P. M. Wagon was struck, and Devlin falling out, was cut on the face.

February 14th.—F. M. Schwartz, age 27, brakeman, was on coal car in freight train, extra engine 546, S. Evans, engineer; J. Jones, conductor, at Hawthorne, at 1:55 P. M., and jar of the train in backing caused him to fall against next car in train, bruising his left shoulder.

February 15th.—Jacob Bauman, age 14. He was standing on Straight street crossing, Paterson, between east and westward tracks, and as passenger train 315, engine 80, J. M. Garrison, conductor; W. Blanch, engineer, approached, at 3:10 P. M., he

stepped directly in front of engine, which struck and broke his left leg. The gates were down in proper time for this train, and the engine bell was ringing, and whistle sounded.

February 20th.—Thomas A. Brady, age 60, trackman, while climbing up signal-pole at Ridgewood Junction, 5:55 A.M., the wind blew his coat over his head, causing him to lose balance and fall, bruising left arm, side and hip.

March 16th.—Ann Sales, age 45; at 7:18 P. M. she was walking on track between Lyons and Keene streets, Paterson, towards passenger train 131—engine 186, J. Hunt, conductor; H. Springstead, engineer—and was struck and instantly killed. Engine bell was ringing and whistle sounded, but train could not be stopped in time to prevent the accident. It is supposed that she was intoxicated at the time.

March 20th.—Morris Lestkowitz, age 25, a passenger on train 3, engine 322; engineer, Chas. Sampson; conductor, M. Blake; for Paterson. He was asleep when that station was called out and the usual stop made. He woke up after train had started from Paterson, 9:23 P. M., and despite the warning of trainmen, he jumped off, and falling received contusions of face and head.

March 26th.—Henry O'Brien, age 34, brakeman, while coupling engine 734 onto extra freight train at Paterson, 5:55 P. M., catching his arm between the bumpers, crushing it. Wm. Youman, conductor; R. King, engineer.

March 26th.—W. E. Rundle, age 33, fireman, while cleaning fire in engine 255, E. D. Green, engineer, at Ramseys, 7:30 P.M., he jammed thumb of left hand between rake and tank of engine, badly contusing it.

April 4th.—John Clancy, age 24, attempted to jump on passenger train 331—engine 180, F. Hoar, engineer; E. Langley, conductor—at Waldwick, 11:35 P. M.; and falling, had thumb and three fingers of right hand crushed under wheel.

April 14th.—Norman McRitchie, age 25, brakeman, while coupling cars in extra freight train, engine 246, at West Pater-

son, 3:00 A. M., he stumbled on a stone, and throwing out right hand it was caught and crushed between the drawheads. J. Van Dine, engineer; J. Myers, conductor.

April 15th.—John Holland, age 36, attempted to board passenger train 137—engine 108, C. Doty, engineer; J. Harden, conductor—after leaving Paterson station, 11:33 P. M., and falling was struck by journal-box of coach, receiving scalp-wound and bruise on left jaw.

May 10th.—Mrs. A. Dempwolf, age 45; she went under gates which were down, at Market street crossing, Paterson, 10:18 A. M., and attempting to cross ahead of approaching train 816, engine 108, J. Hopper, engineer; C. Ward, conductor, despite the warning of gateman, was struck by engine, bruising her left arm, leg and side; engine bell was ringing.

May 23d.—R. H. Savage, age 24, fireman, while shaking grates of engine 91, T. Fitzsimmons, engineer, at Hohokus, 6:43 P. M., he fell, receiving scalp wound and cut on knee.

June 14th.—V. Pacavone, age 20, trackman, had just left work and crossing track at Ramseys, 5:50 P. M., as passenger train 59, engine 91, J. Cookson, engineer; U. K. Still, conductor, approached, he was struck and instantly killed; engine bell was ringing, and engineer blew whistle and applied brakes, but could not stop in time to prevent accident.

June 17th.—Sykes Beldt, age 3; the child was in a child's express wagon drawn by his eight-year-old brother who attempted to cross the track River street, Paterson, 2:00 P. M., when engine 247 backed some cars standing on siding, striking the wagon and running over boy's left leg; engine bell was ringing; W. H. Drake, engineer.

May 23d.—Francis Van Setraue, age 13; as an eastbound freight train passed Cedar street crossing, Paterson, 6:10 P. M., he went under gates which were down and attempted to cross ahead of approaching train 61, engine 111, engineer, E. Conklin; conductor, T. F. Foley, despite the warning of flagman, and was

struck by engine and killed; engine bell was ringing and whistle sounded.

June 25th.—C. Sammarco, age 36, trackman; he jumped off passenger train 67, engine 92, after leaving Waldwick station, at 12:31 A. M.; he fell and had left leg run over at the knee; he was warned by baggageman not to jump. H. Green, conductor; E. Conklin, engineer.

June 27th.—James McCarthy, age 7; as a freight train passed Broadway crossing, Paterson, at 4:45 P. M., he went under gates and attempted to cross ahead of yard engine 418, engineer, E. Harding, pushing cars in opposite direction, and was struck and instantly killed; engine bell was ringing.

July 2d.—A. Van Paris, age 34, was found lying on eastward track, at Hawthorne, 8:45 P. M., with left leg cut off and head cut, and died at General Hospital, Paterson, same night; unknown how he happened with accident; last train passing was No. 8, engine 328, L. Lockwood, engineer; W. Hepburn, conductor.

July 15th.—John Burgess, aged 55, passenger on train 3—engine 323, Thos. Seymour, engineer; M. Blake, conductor—and sitting in coach with left elbow on window-sill, window up, was struck by loose freight-car door in passing train at Mahwah, 9:40 P. M., causing fracture of elbow.

July 17th.—Toney Myerie, age 24, trackman, not on duty; he rode on train 61—engine 37, J. Springstead, engineer; P. Clay, conductor—from Undercliffe, and instead of getting off train at Waldwick station rode to shanty west of station, and in jumping off, 6:33 P. M., stumbled and fell, cutting and bruising his head and face.

August 18th.—Jacob Tanis, age 9, was walking along track on end of ties, near Paterson, at 3:55 P. M.; as passenger train 57 approached he stepped directly in front of it and was struck. He died forty minutes later. Engine bell was ringing and whistle sounded. Engine 112; H. Carlough, engineer; D. Cooper, conductor.

August 24th.—A. B. Grant, age 21, brakeman ; attempting to couple cars without using a coupling-stick, at Mahwah, 10:05 A. M., had his left hand caught and bruised between the draw-heads. Engine 546 ; engineer, S. Clark.

September 6th.—Michael Harrington, age 65 ; he went under the gates, which were down, at Cedar street, Paterson, and attempting to cross ahead of passenger-train 121—engine 180, J. Hopper, engineer ; C. Whittaker, conductor, at 6:05 P. M.—was struck and instantly killed. Engine bell was ringing and whistle sounded.

October 2d.—Miss Sarah Conklin, age 35, passenger ; she got on the wrong train at Paterson, and discovering her mistake, she jumped off after the train had started, 1:05 P. M., slightly spraining her left ankle. Train 62, engine 111 ; E. Black, engineer ; W. L. Baxter, conductor.

October 19th.—John H. Van Riper, age 43 ; he went under the gates, which were down, at Clay-street crossing, Paterson, and attempting to run across ahead of passenger train 139—engine 29, M. Shafer, engineer ; C. Pfitzner, conductor—was struck and instantly killed. Engine bell was ringing and whistle had been blown for the crossing.

October 24th.—William Bailey, age 11 ; he was playing with another boy, on track between Keene and Warren streets, Paterson, and running in way of passenger train 59—engine 36, J. Cookson, engineer ; W. L. Baxter, conductor—was struck and instantly killed, at 5:33 P. M. Engine bell was ringing.

November 9th.—A. Masker, age 55. He attempted to drive horse and wagon across first crossing west of Hawthorne station ahead of passenger train 324, engine 35, S. Evans, engineer ; J. Hunt, conductor, at 3:57 P. M. Wagon was struck, and Masker falling out, received slight cut on the head and sprain of ankle. Engine and crossing bells were ringing, and Masker warned not to cross, but he paid no attention.

December 4th.—Elum Zimmer, age 57, bridge inspector, in stepping out of the way of passenger train he slipped and fell

from masonry at bridge 4 $\frac{1}{2}$ , at Paterson, 4:10 P. M., fracturing ribs and bruising head and side.

December 5th.—F. Cuccinnello, age 36, trackman. Remains were found at Waldwick, 8:40 P. M. He was evidently struck by some train unknown.

December 7th.—Henry O'Neil, age 28, switchman, attempted to couple cars without using a coupling stick, at Paterson, 8:46 P. M., and caught first two fingers of his left hand between the bumpers, crushing them. Yard engine 432, engineer, L. Waterbury.

December 18th.—James Hunt, age 39, conductor, while coupling cars without using a coupling stick, had his little finger of left hand caught and dislocated, engine 101, H. Springstead, engineer, at Hawthorne Heights, 7:25 P. M.

December 28th.—John O'Brien, age 34, switchtender, attempted to couple cars in freight train, engine 556, R. Thornhill, engineer; J. Paret, conductor, at Paterson, 12:35 P. M. The cars in motion, he fell down and both legs were run over. He died at St. Joseph's Hospital, Paterson, at 9 P. M., same date.

PEMBERTON AND HIGHTSTOWN RAILROAD  
COMPANY, UNION TRANSPORTATION  
COMPANY, LESSEE.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pemberton and Hightstown Railroad Company, Union Transportation Company, lessee, presents the following report for the year ending December 31st, 1893 :

The road extends from Pemberton to Hightstown, a distance of twenty-four and thirty-eight hundredths miles.

It is leased to the Union Transportation Company at an annual rental of five hundred dollars.

It is equipped and operated by the Union Transportation Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Ocean County, ss.—F. S. Gaskill, being duly sworn, on his oath says that he is President of the Union Transportation Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. S. GASKILL.

Sworn and subscribed before me this first day of March, A. D. 1894.

OSCAR F. HORNER,  
Comm'r of Deeds.

RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$24,727 69
Income from freight.....	16,342 70
Income from other sources.....	4,457 56
Total.....	\$45,527 95

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power and contingencies..... \$48,714 25

Post-office address of the above-named company : New Egypt,  
Ocean County, N. J.

## ACCIDENTS.

March 21st.—A broken rail caused a mixed train to leave the track near Allen's platform ; upset one combined passenger and two freight cars ; damage to cars, freight, and cost of putting train back on track, amounted to \$271.33 ; no persons were injured ; train was running about twenty miles an hour when it left the track.

## PERTH AMBOY AND RARITAN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Raritan Railway Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$12,000 00
Floating debt.....	13,978 99
Cost of road.....	\$25,978 99
Dividends paid during the year 1893, and how paid—None.	

The road extends from Perth Amboy Branch of Easton and Amboy R. R. to Mill Brook Road, a distance of five and eighteen-hundredths miles.

## REMARKS.

This road is a branch of the Easton and Amboy R. R., is operated by that company, and all earnings and expenditures are included in report of that company.

Post-office address of the above company: No. 228 S. Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, ss.—David G. Baird, being duly sworn, on his oath says that he is Secretary and Treasurer of the Perth Amboy and Raritan Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893, are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this 13th day of April, A. D.  
1894.

J. F. SCHAPERKOTTER,  
A Commissioner of Deeds for New Jersey  
in Pennsylvania.

PERTH AMBOY AND WOODBRIDGE RAILROAD  
COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$228,400 00
Bonded debt.....	100,000 00
Floating debt—None.	
Cost of road.....	\$348,439 43

The road extends from Rahway, N. J., to Perth Amboy, N. J., a distance of six and forty-hundredths miles.

It is operated by the Pennsylvania Railroad Company by authority of certain resolutions adopted by each company, which provide that said Pennsylvania Railroad Company shall operate the road, and after deducting from the gross receipts all proper operating expenses and customary charges for the use of rolling stock, pay over any money remaining to the Treasurer of Perth Amboy and Woodbridge Railroad Company.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—  
J. S. Vanzandt, being duly sworn, on his oath says that he is Treasurer of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. S. VANZANDT.

Sworn and subscribed before me this 31st day of January, A.  
D. 1894.

HUGH B. ELY,

M. C. C. State of New Jersey.

RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$78,347 74
Income from freight.....	76,807 77
Income from other sources.....	4,501 10
Total.....	<u>\$159,656 61</u>

Expenditures during the year for working road, including re-  
pairs, maintenance of way, motive power and contingencies, \$125,495 02

Dividends paid during the year 1893, and how paid—January 19th, ten per  
cent. in cash, \$22,840; December 20th, ten per cent. in cash, \$22,840.

NOTE.—The dividend paid January 19th, 1893, was account of year 1892, none  
having been paid during that year.

Post-office address of this company, Exchange Place, Jersey  
City, N. J.

## PHILADELPHIA AND LONG BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia and Long Branch Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$765,000 00
Bonded debt.....	750,000 00
Floating debt.....	721,204 23
Cost of road and equipments.....	\$1,539,222 83

The road extends from Birmingham to Bay Head Junction, New Lisbon to Brown's Mills-in-the-Pines, Island Heights Junction to Island Heights, a distance of forty-nine and nine-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of excess of receipts over expenses.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—W. H. Wilson, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

W. H. WILSON.

## RAILROAD AND CANAL REPORTS.

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Sworn and subscribed before me this thirty-first day of January, A. D. 1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$51,495 98
Income from freight.....	20,449 60
Income from other sources.....	6,060 50
Total.....	<hr/> \$78,006 08
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies	\$108,128 38

Dividends paid during the year 1893, and how paid—None.

PHILADELPHIA, MARLTON AND MEDFORD RAIL-  
ROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$102,900 00
Bonded debt .....	100,000 00
Cost of road and equipments.....	\$169,983 73

The road extends from Haddonfield to Medford, N. J., a distance of eleven and ninety-eight hundredths miles.

It is leased to the Camden and Atlantic R. R. Co. at an annual rental of total earnings in excess of expenses.

It is equipped and operated by the Camden and Atlantic R. R. Co., and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—G. B. Roberts, being duly sworn, on his oath says, that he is President of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this thirty-first day of January, A.D. 1894.

HUGH B. ELY,  
M. C. C. State of New Jersey.

# RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$12,583 09
Income from freight.....	6,668 50
Income from other sources.....	9,978 85
Total.....	<hr/> \$29,230 44
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies,	20,113 33
Dividends paid during the year 1893, and how paid—None.	

## THE PORT READING RAILROAD COMPANY.

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### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Port Reading Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,565,000 00
Bonded debt.....	1,500,000 00
Cost of road and equipments.....	\$3,065,000 00
Dividends paid during the year 1893, and how paid—None.	

The road extends from Port Reading Crossing to Port Reading, a distance of twenty and four-hundredths miles.

#### RECEIPTS AND EXPENSES FOR 1893.

Income from passengers and freight.....	\$193,178 20
Income from other sources.....	1,185 64
<b>Total.....</b>	<b>\$194,363 84</b>
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$202,710 64

State of Pennsylvania, Philadelphia County, ss.—D. Jones, being duly sworn, on his oath says that he is Comptroller of the Port Reading Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

D. JONES.

Sworn and subscribed before me this twelfth day of March,  
A. D. 1894.

C. K. KLINK,

A Commissioner of Deeds for New Jersey in Penna.

ACCIDENTS.

January 3d.—Peter McGowen, employe, injured while coupling cars at Port Reading. Jas. Brown, conductor; J. Keiper, engineer.

January 10th.—Fred'k Bermeister, employe, injured while coupling cars at Port Reading. A. Jones, conductor; W. C. Greenleaf, engineer.

January 20th.—James Roscoe, employe, injured while coupling cars at Port Reading. Chas. Justice, conductor; J. R. Nevil, engineer.

January 24th.—Chas. Meshullan, employe, injured while coupling cars at Pt. Reading crossing. D. D. Wamsher, conductor; G. Woodington, engineer.

April 30th.—W. H. Evans, employe, injured by being caught between window-sill and signal-post at Pt. Reading Crossing. James Culbertson, conductor; Chas. Hight, engineer.

May 1st.—Thomas Sloan, employe, injured in collision at Port Reading. Thomas Sloan, conductor; John Quinn, engineer.

May 1st.—Jos. Fitzgibbons, employe, injured in collision at Port Reading. Thomas Sloan, conductor; John Quinn, engineer.

May 14th.—Edward McCormick, employe, injured by steam-chest blowing out at Port Reading. E. McCormick, conductor; W. C. Greenleaf, engineer.

May 18th.—Eugene Croniu, employe, fatally injured jumping from train at Port Reading. — — —, conductor; — — —, engineer.

May 30th.—Howell Jolosan, employe, fatally injured while walking between cars at Port Reading. — — —, conductor; — — —, engineer.

June 26th.—Joseph Dalton, employe, injured while coupling cars at Port Reading Crossing. F. Mitchell, conductor; Elmer Bowers, engineer.

November 6th.—Eugene St. Clair, employe, injured while coupling cars at Port Reading. Thos. K. Sloan, conductor; John Fahy, engineer.

November 24th.—Lewis Boughton, employe, injured while alighting from engine at Port Reading. T. K. Sloan, conductor; Chas. A. Eggart, engineer.

## PITTSTOWN BRANCH RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Pittston Branch Railway Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$8,000 00
Floating debt.....	50,245 72
Cost of road.....	\$58,245 72

Dividends paid during the year 1893, and how paid—None.

The road extends from Landsdown, N. J., to Pittstown, N. J., a distance of four and two-hundredths miles.

## REMARKS.

The road is a branch of the Easton and Amboy Railroad Company; is operated by that company, and all earnings and expenditures are included in report of that company.

Post-office address of the above company, 228 South Third street, Philadelphia, Pa.

State of Pennsylvania, Philadelphia County, ss.—David G. Baird, being duly sworn, on his oath says, that he is Secretary and Treasurer of the Pittstown Branch Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

D. G. BAIRD.

Sworn and subscribed before me this thirteenth day of April,  
A. D. 1894.

J. F. SCHAPERKOTTER,  
A Commissioner of Deeds for New Jersey,  
in Pennsylvania.

## RARITAN NORTH SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Raritan North Shore Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock authorized.....	\$50,000 00
Cost of road and equipments.....	\$25,092 09

The road extends from Perth Amboy to Raritan Hollow Brick Works, a distance of one and seventy-hundredths miles (part of which is completed), with a branch to clay lands of A. Campbell, a distance of one mile, which is not yet constructed.

It is equipped and operated by the Central Railroad Company of New Jersey.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is president of the Raritan North Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

ment and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

FRANK H. EARLE.

Sworn and subscribed before me this nineteenth day of March, A. D. 1894.

WM. M. KLINK,  
M. C. C. of New Jersey.

ACCIDENTS.

January 31st.—John Jacobs, a Polish laborer, while walking with another man on the track toward the engine, was struck and instantly killed, at 2:50 P. M., by extra engine No. 3, at west end of bridge crossing over Pennsylvania railroad tracks, South Amboy. Morris Lucitt, conductor; C. W. Mulford, engineer. Whistle was sounded and bell rung, but he paid no attention.

## ROCKAWAY VALLEY RAILROAD COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rockaway Valley Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock, all water.....	\$178,070 00.
Bonded debt.....	190,600 00
Floating debt.....	2,500 00
Cost of road and equipments .....	\$93,000 00

Dividends paid during the year 1893, and how paid--No dividend paid ; stock is all water ; neither has any interest ever been paid on the bonds.

Road extends from White House to Peapack, N. J., a distance of twelve miles.

### REMARKS.

This company has been leased to the Rockaway Valley Manufacturing and Construction Company, who operate the road in connection with the Rockaway Valley Railroad, Mendham Extension, and the Rockaway Valley Railroad, Morristown Extension. John E. Melick, Secretary and Superintendent. He will furnish a statement of earnings and expenses.

Post-office address of the above company : New Germantown, N. J.

State of New Jersey, Hunterdon County, ss.—James H. Sayre, being duly sworn, on his oath says, that he is Secretary of the Rockaway Valley Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said

road during the year 1893, are correct and true, to the best of his knowledge and belief.

JAMES H. SAYRE.

Sworn and subscribed before me this eighth day of January,  
A. D. 1894.

BEN. VAN D. FISHER,  
Master in Chancery of New Jersey.

ACCIDENTS.

For correct account, I refer you to the report of the Rock-away Valley Manufacturing and Construction Company, who operate the line.

J. H. SAYRE.

## ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY AND KINGSTON BRANCH.

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### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company and Kingston Branch presents the following report for the year ending December 31st, 1893 :

Capital stock paid in on Rocky Hill Railroad.....	\$45,600 00
Bonded debt—None.	
Floating debt—None.	
Cost of road and equipments.....	\$45,654 14

The road and branch extend from Rocky Hill to Monmouth Junction, a distance of six and seven-thousandths miles.

The road is leased to the Pennsylvania Railroad Company at an annual rental of six per centum, payable as dividends to stockholders June 1st and December 1st of each year.

The road and branch are equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New Jersey, Hudson County, ss.—F. Wolcott Jackson, being duly sworn, on his oath says that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

F. WOLCOTT JACKSON.

Sworn and subscribed before me this 8th day of February,  
A. D. 1894.

HENRY C. ROSS,  
Notary Public, N. J.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$1,988 28
Income from freight.....	3,569 43
Income from other sources.....	294 56
Total.. ..	<hr/> \$5,852 27
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	10,225 41
Dividends paid during the year 1893, and how paid—Six per centum on capital stock, paid half yearly by Pennsylvania Railroad Company, lessee.	

Post-office address of this company: P. O. box 236, Trenton,  
N. J. Lewis H. Anderson, Secretary.

## SOUTH JERSEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the South Jersey Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$540,000 00
Bonded debt.....	500,000 00
Floating debt.....	10,000 00
Cost of road and equipments.....	\$990,000 00

The road extends from Winslow Junction to Sea Isle City, a distance of thirty-nine and one-tenth miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$9,645 00
Income from freight.....	2,200 00
Income from other sources .....	160 00
Total .....	\$12,005 00

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$67,000 00
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Post-office address of the above company, South Jersey Railroad Company, 333 Bullitt Building, Philadelphia.

State of Pennsylvania, Philadelphia County, ss.—Thomas H. Willson, being duly sworn, on his oath says, that he is Treasurer of the South Jersey Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said

road during the year 1893 are true and correct, to the best of his knowledge and belief.

THOMAS H. WILLSON.

Sworn and subscribed before me this 24th day of April,  
A. D. 1894.

EDW. RAMSEY,

A Commissioner of Deeds for the State of New Jersey for Pennsylvania.

ACCIDENTS.

July 31st.—Misplaced switch resulted in throwing engine over bank; no person injured or bruised; damage less than \$1,000.

No other accidents.

## SUSSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,638,600 00
Bonded debt.....	236,500 00
Cost of road and equipments.....	\$1,883,553 63

Dividends paid during the year 1893, and how paid—None.

The road extends from Waterloo to Branchville and Franklin, a distance of twenty-nine and fifty-two hundredths miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$29,589 42
Income from freight .....	\$49,886 98
Income from other sources .....	19,566 60

Total.....	\$99,043 00
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Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies.....	\$83,576 89
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Post-office address of the above company: No. 26 Exchange Place, New York City, N. Y.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Sussex Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said

road during the year 1893 are correct and true, to the best of his knowledge and belief.

FRED. H. GIBBENS,

Sworn and subscribed before me this 6th day of February,  
A. D. 1894.

W. B. CARDOZO,

Notary Public, No. 145, New York County.

ACCIDENTS.

March 4th.—Sylvester Cooper, brakeman, coupling, hand bruised.

September 12th.—C. F. Mattis, passenger, arm out window, badly bruised.

September 14th.—Theo. Cross, passenger, arm out window, hand bruised.

September 8th.—Sylvester Cooper, brakeman, coupling, arm bruised.

November 24th.—Edward Myers, passenger, jumped from train, slightly bruised.

December 2d.—Unknown man, trespasser, struck by train, killed.

## TOMS RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$240,000 00
Cost of road and equipments, at foreclosure sale.....	\$15,000 00
Since added.....	1,334 71
	<hr/> \$16,334 71

The road extends from Manchester to Toms River, a distance of seven and fifty-seven-hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railroad Company. No separate account of the same was made.

Dividends paid during the year 1893, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railroad Company, if any.

## TOMS RIVER AND BARNEGAT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Toms River and Barnegat Railroad Company presents the following report for the year ending December 31st, 1893 :

Cost of road and equipments.....	\$75,284 01
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The road extends from Toms River to Barnegat, a distance of fourteen and seventy-one hundredths miles.

NOTE.—The above road was conveyed to this company in 1893, by the owners of the Toms River and Barnegat Railroad, under a contract as of November 1st, 1892.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Toms River and Barnegat Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 10th day of March, A.D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railway Company.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

## THE TUCKERTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, The Tuckerton Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$550,991 54
Bonded debt.....	99,882 50
Floating debt.....	10,404 24
Cost of road and equipments.....	662,017 05

Dividends paid during the year 1893, and how paid—None.

The road extends from Whittings, N. J., to Tuckerton, N. J., a distance of twenty-nine miles.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$21,272 49
Income from freight.....	21,225 41
Income from other sources.....	7,678 42
Total.....	\$50,176 32

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies...	\$48,938 05
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Post-office address of the above-named company: Tuckerton, New Jersey.

State of Pennsylvania, Philadelphia County, ss.—Richard Ashhurst, being duly sworn, on his oath says that he is Treasurer of The Tuckerton Railroad Company and that the foregoing

statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

RICH'D ASHHURST.

Sworn and subscribed before me this thirteenth day of March,  
A. D. 1894.

H. P. ROCHE,  
Notary Public.

ACCIDENTS.

None.

## THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

### *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the United New Jersey Railroad and Canal Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$21,240,400 00
Bonded debt.....	20,000,000 00
Floating debt—None.	
Cost of road and equipments ..	\$45,131,423 86

The road extends from Camden to Amboy and from Trenton to Jersey City, with branches, a distance of four hundred and forty-nine miles, and also the canal from Bordentown to New Brunswick, forty-four miles, and the feeder, twenty-two miles—in all, sixty-six miles. It is leased to the Pennsylvania Railroad Company at an annual rental of ten per centum per annum on its capital stock and the interest on its bonds.

It is equipped and operated by the Pennsylvania Railroad Company and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Mercer County, ss.—Robert F. Stockton, being duly sworn, on his oath says that he is President of the United New Jersey Railroad and Canal Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

R. F. STOCKTON.

Sworn and subscribed before me this third day of February,  
A. D. 1894.

LEROY H. ANDERSON,  
M. C. C.

RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$7,540,936 71
Income from freight .....	9,924,994 59
Income from other sources.....	1,937,804 03
Total.....	<u>\$19,403,735 33</u>
Expenditures during the year for working road, including re- pairs, maintenance of way, motive power and contingencies,	14,819,151 26
	<u>\$4,584,584 07</u>

Dividends paid during the year 1893, and how paid—Ten per  
centum on capital stock, paid quarterly by the Pennsylvania  
Railroad Company, lessee.

Post-office address of this company: Box 236, Trenton, N. J.

ACCIDENTS—AMBOY DIVISION.

*Persons killed by trains while crossing tracks.*

September 12th.—Elmer Hunter, near Lenola. E. E. Bouse,  
engineman.

*Persons injured by trains while crossing tracks.*

February 5th.—H. C. Johnson, head hurt, Riverton. D. Elms,  
conductor ; H. Fine, engineman.

February 17th.—L. H. Keen, back hurt, Camden. W. H. P.  
Gleason, engineman.

May 31st.—John Croke, head and arm hurt, Camden. George  
Collet, conductor ; W. Scott, engineman.

June 30th.—Christian Rozen, head hurt, Merchantville. John  
Clark, conductor ; J. D. Huston, engineman.

July 25th.—Elizabeth Mathis, head hurt, Masonville. E. Maxwell, conductor ; John Griffith, engineman.

September 27th.—L. C. Manning, head hurt, Camden. William Patterson, conductor ; U. S. Wells, engineman.

December 14th.—Eli McNinney, Emma McNinney, bruises and shock, Camden. W. S. Ross, conductor ; H. H. Hiers, engineman,

*Persons killed by trains walking or standing on tracks.*

January 30th.—Unknown man, at Stevens. Train unknown.

February 12th.—Unknown man, at Fish House. Train unknown.

April 15th.—J. McElroy, fatally injured near Pemberton. R. H. Robbins, conductor ; W. W. Watts, engineman.

April 18th.—H. Louisen, fatally injured, Camden. A. Kirk, conductor ; E. A. Starkey, engineman.

April 25th.—J. Openshaw, killed at Camden. A. Kirk, conductor ; E. A. Starkey, engineman.

April 25th.—Elizabeth Boyle, fatally injured near Palmyra. E. Deacon, conductor ; T. D. Bunting, engineman.

May 8th.—Peter Devoe, killed near Fish House. J. P. Kirkbride, conductor ; J. B. Conrad, engineman.

June 9th.—Edward Walsh, killed at Trenton. A. F. Perett, conductor ; A. E. Engle, engineman.

June 25th.—Frank Williams, killed, Mt. Holly Junction. Train unknown.

*Persons injured by trains, standing or walking on tracks.*

January 21st.—Bridget Powers, side hurt at Jamesburg. E. C. Ayres, conductor ; E. E. Bouse, engineman.

March 30th.—Hilda Johnson, head hurt, Camden. T. J. Lee, conductor ; T. J. Berrien, engineman.

April 19th.—Charles Operman, head hurt, Camden. R. H. Robbins, conductor ; W. W. Watts, engineman.

May 16th.—Pauline Nowenski, head hurt near Beverly. E. Deacon, conductor ; T. D. Bunting, engineman.

September 7th.—Joseph Sawatska, face cut, near Trenton. C. S. Toy, conductor ; J. Zane, engineman.

October 7th.—John O'Gorman, hands crushed, Trenton. J. Vandegrift conductor ; T. J. Berrien, engineman.

December 1st.—John T. Spranger, head hurt, Camden. Train unknown.

December 25th.—Tuxedo Chamberlain, head hurt, near Jobstown. T. Cassidy, conductor ; J. Patterson, engineman.

*Persons killed or injured getting on or off moving trains.*

February 7th.—M. Morrel, face hurt by fall getting off, Mt. Holly. J. G. Johnson, conductor ; A. E. Engle, engineman.

July 23d.—J. M. Bloom, hand hurt by fall getting off, at Camden. Train unknown.

September 23d.—George Cole, face hurt by fall getting off, Mt. Holly, J. G. Johnson, conductor ; A. E. Engle, engineman.

October 10th.—Caroline Reid, foot hurt by fall getting off, at Mt. Holly. Joseph Scroggy, conductor ; T. Mulraney, engineman.

October 7th.—C. A. Smith, side hurt getting off at Edgewater Park. C. M. Hand, conductor ; A. Burnum, engineman.

October 26th.—Elizabeth C. Mains, bruised getting off at Palmyra. W. H. Carr, conductor ; J. H. Smith, engineman.

December 16th.—Michael Callahan, killed getting on freight train, Freehold. T. P. Ryan, conductor; C. Emmons, engineman.

December 23d.—D. V. Holmes, foot hurt by fall getting on, at Burlington. A. F. Perret, conductor; B. F. Thompson, engineman.

*Persons killed or injured in other ways than as above.*

January 14th.—R. E. Woodward, hip hurt, collision, Florence.  
• T. H. Jones, conductor; W. L. Cole, engineman.

January 26th.—M. McCarthy, leg hurt stealing ride on freight train at Delanco. C. West, conductor; J. Jones, engineman.

January 30th.—J. T. Belfour, face cut by broken window, Cambridge. A. F. Perret, conductor; B. F. Thompson, engineman.

April 8th.—M. S. Clarke, H. L. Phillips, H. L. Keon, W. A. Drown, Wm. Roberts, E. T. Cannon, F. H. Teale, G. Test, C. H. C. Cunningham, J. H. Eltonhead, bruises in collision, near Trenton. M. A. Stewart, C. Petit, conductors; B. T. Wells, H. Dewees, enginemen.

May 31st.—May Seery, face cut by broken glass, Hightstown. J. Dowell, conductor; I. F. Werts, engineman.

June 16th.—S. Johnson, hand hurt by car door, Beverly. J. Dowell, conductor; I. F. Werts, engineman.

October 11th.—Oscar B. Test, hand hurt by car door, Palmyra. D. Blizzard, conductor; G. H. Hudnut, engineman.

November 11th.—L. Mollineaux, hand hurt by car door, Pensauken. D. Blizzard, conductor; W. Morgan, engineman.

*Employes killed or injured coupling or handling cars.*

January 9th.—Edward Wilde, brakeman, arm hurt, Camden. John Hansel, conductor; William Lewis, engineman.

January 19th.—H. G. Vanmarter, baggageman, hand hurt, Jamesburg. T. H. Jones, conductor ; W. L. Cole, engineman.

January 20th.—Harry Dill, brakeman, hand hurt, South Amboy. J. Navin, conductor ; J. West, engineman.

January 24th.—Frank Doughty, brakeman, hand hurt, Camden. W. Alston, conductor ; W. Vannest, engineman.

January 27th.—A. J. Hoy, brakeman, hand hurt, Camden. A. Kirk, conductor ; J. B. Woodward, engineman.

January 30th.—William Roberts, brakeman, arm hurt, Camden. J. Hansell, conductor ; F. C. Stults, engineman.

February 3d.—William Roberts, brakeman, hand hurt, South Amboy. R. Reamer, conductor ; E. Stratton, engineman.

February 3d.—J. T. Nealy, brakeman, arm hurt, Burlington. A. E. Ludlow, conductor ; B. F. Lucas, engineman.

February 8th.—W. S. Welsh, conductor, side hurt, Jamesburg. W. S. Welsh, conductor ; R. McAnell, engineman.

February 26th.—C. E. Ervin, brakeman, hand hurt, Jamesburg. J. M. Hampton, conductor ; C. Hardy, engineman.

March 1st.—H. Johnson, brakeman, hand hurt, Old Bridge. J. C. Test, conductor ; J. Buchanan, engineman.

March 3d.—J. F. Gets, brakeman, hand hurt, Camden. F. Dowell, conductor ; H. P. Wilson, engineman.

March 7th.—James Yarrow, brakeman, hand hurt, Camden. J. Hansell, conductor ; J. B. Woodward, engineman.

March 10th.—F. M. Yocum, conductor, hand hurt, Camden. F. M. Yocum, conductor ; J. Parsons, engineman.

March 17th.—Harry N. Johnson, brakeman, hand hurt, Camden. D. Ryan, conductor ; J. Parsons, engineman.

March 17th.—A. VanBrunt, conductor, arm hurt, Bordentown. A. VanBrunt, conductor ; J. W. Thompson, engineman.

March 19th.—M. Broderick, brakeman, leg broken, Camden. F. M. Yocum, conductor ; U. S. Wells, engineman.

March 22d.—George Spatsford, brakeman, legs broken, South Amboy. J. C. Test, conductor ; J. Buchanan, engineman.

March 30th.—E. McCormick, brakeman, side hurt, Camden. C. E. Petit, conductor ; H. Dewees, engineman.

April 4th.—E. Bloodgood, brakeman, hand hurt, South Amboy. H. Stonaker, conductor ; J. Davison, engineman.

April 8th.—Yep Johnson, laborer, foot hurt, South Amboy. Running cars.

April 18th.—W. H. Elbersen, flagman, back bruised, Camden. William Bassey, conductor ; H. P. Wilson, engineman.

April 18th.—F. Whiteraft, brakeman, hand hurt, Bordentown. E. A. Jemison, conductor ; J. Paterson, engineman.

April 20th.—Charles Bradshaw, brakeman, side hurt, Camden ; W. Pitman, conductor ; H. Hiers, engineman.

April 21st.—Charles Shaw, brakeman, hand hurt, Camden. W. Twoes, conductor ; B. T. Wells, engineman.

May 11th.—M. Press, laborer, bruised, South Amboy. Running car.

May 13th.—James Lyons, brakeman, hand hurt, Englishtown. J. M. Hampton, conductor ; C. Hardy, engineman.

May 17th.—R. Abrams, brakeman, hand hurt, Camden. W. Patterson, conductor ; R. Gauntt, engineman.

May 21st.—Joseph Scranton, brakeman, hand hurt, Monmouth Junction. T. Abbott, conductor; C. Hardy, engineman.

June 12th.—J. McKenna, brakeman, hand hurt, Camden. William Patterson, conductor; P. Mount, engineman.

June 23d.—J. Boice, brakeman, foot hurt, Jamesburg. J. M. Hampton, conductor; H. McDowell, engineman.

June 28th.—S. McClern, brakeman, hand hurt, Whitings. D. Elms, conductor; J. Kugler, engineman.

July 6th.—J. G. Snively, conductor, legs broken, Old Bridge. J. G. Snively, conductor; J. Tissell, engineman.

July 6th.—Elwood Severn, brakeman, foot hurt, Camden. W. A. Pitman, conductor; W. G. Applegate, engineman.

July 20th.—B. Grigg, conductor, leg hurt, Vincentown. B. Grigg, conductor; Jamer West, engineman.

July 28th.—William Jones, brakeman, killed at Camden. C. M. Martin, conductor; H. Dewees, engineman.

September 1st.—W. F. Pitman, conductor, breast hurt, Camden. W. F. Pitman, conductor; H. H. Hiers, engineman.

September 8th.—James Yarrow, brakeman, arm hurt, Camden. E. George Smith, conductor; E. Cain, engineman.

September 13th.—T. R. Kirkbride, brakeman, leg hurt, Jamesburg. J. T. Pierce, conductor; J. Ettinger, engineman.

September 20th.—Frank Rue, brakeman, arm hurt, South Amboy. E. Mathis, conductor; George Hardy, engineman.

September 22d.—W. H. Smith brakeman, hand hurt, Monmouth Junction. T. H. Abbott, conductor; C. Hardy, engineman.

September 27th.—Charles Ross, brakeman, arm hurt, Camden. A. Kirk, conductor; E. Colton, engineman.

October 10th—George Johnson, brakeman, back hurt, Burlington. I. Peak, conductor ; C. Compton, engineman.

October 29th—John Stanton, fireman, head hurt, Bordentown. J. K. McMillan, conductor ; J. Campbell, engineman.

November 25th—J. W. Boice, brakeman, hand hurt, South Amboy. R. Reamer, conductor ; E. Stratton, engineman.

November 25th—T. Hensberger, brakeman, face hurt, South Amboy. J. D. Mullane, conductor ; J. Compton, engineman.

December 14th—Nathan Wright, brakeman, hand hurt, Jobstown. E. A. Jemison, conductor ; W. Jobes, engineman.

December 20th—Hamilton Binder, brakeman, hand hurt, Kinkora. E. A. Jemison, conductor ; J. Patterson, engineman.

*Employees killed or injured in other ways than as above.*

January 15th—Louis Wiler, brakeman, face hurt by lever, Old Bridge.

February 2d—Peter Bloodgood, brakeman, killed by engine. South Amboy.

April 8th—M. A. Stewart, conductor ; H. Fritsinger, brakeman, bruised in collision, Trenton. B. T. Wells, engineman.

July 20th—Daniel Francis, helper, foot hurt by pilot, Camden.

October 13th—M. Schenderlin, watchman, leg hurt by crank, Delanco.

All of the conductors and enginemen named in the foregoing report, with the exception of engineman B. T. Wells, referred to in report of collision near Trenton, on April 8th, were retained in the service of the company.

## NEW YORK DIVISION.

*Persons struck by passing trains and killed while walking or standing on the tracks.*

January 26th.—John Hansen, at Perth Amboy. L. P. Booz, conductor; Thomas Smith, engineman.

February 6th.—Charles Smith, at Millham Junction. H. W. Feaster, conductor; W. W. Lyon, engineman.

May 16th.—An unknown man, at New Brunswick. R. Buggy, conductor; F. Barber, engineman.

May 28th.—An unknown man, at Rahway. A. L. Bailey, conductor; T. J. Quintin, engineman.

August 5th.—An unknown man, at Jersey City. C. C. Howard, conductor; W. B. Gurney, engineman.

August 10th.—Michael Bulanorsky, at Long Branch Junction. L. P. Booz, conductor; W. G. Weaver, engineman.

August 14th.—An unknown man, at Newark. J. R. Cornell, conductor; J. P. Freeman, engineman.

August 25th.—Charles Haight, at Iselin. H. F. Lauder, conductor; J. C. Knowles, engineman.

September 8th.—Paul Neiderman, at Newark. J. S. Buckley, conductor; E. W. Cubberly, engineman.

September 30th.—An unknown man, at Elizabeth. A. N. Ritter, conductor; F. Farrell, engineman.

October 7th.—Thomas A. Welling, at Turnpike Crossing, Rocky Hill branch. J. S. Smith, conductor; G. Skirm, engineman.

November 15th.—An unknown man, at Waverly. W. W. Branson, conductor; W. G. Weaver, engineman.

November 22d.—An unknown man, at East Brunswick. C. Johnson, conductor ; J. Bender, engineman.

November 28th.—Henry Bailey, at Newark. H. W. Feaster, conductor ; E. C. Johnson, engineman.

December 18th.—An unknown man, at Elizabeth. E. L. Titus, conductor ; J. C. Currie, engineman.

*Persons struck by passing trains and injured while walking or standing on the tracks.*

February 1st.—William Chalton, severe, at Waverly. A. L. Prizer, conductor ; E. W. Killey, engineman.

February 28th.—Nathan Smith, slight, at Waverly. — — —, conductor ; J. H. Warren, engineman.

March 15th.—Harry Cannon, slight, at South Elizabeth. E. B. Dalrymple, conductor ; H. Kinney, engineman.

April 25th.—J. Nelson, fatal, at Newark. F. F. Vickery, conductor ; G. V. Plant, engineman.

August 3d.—Mark Burke, fatal, at Jersey City. F. B. Franklin, conductor ; F. Francisco, engineman.

August 5th.—Peter J. Kelly, severe, at Jersey City. C. C. Howard, conductor ; W. B. Gurney, engineman.

August 7th.—Cornelius Spillane, severe, at Trenton. J. W. Bostwick, conductor ; J. P. Rood, engineman.

August 25th.—John Flynn, severe, at Iselin. H. F. Lander, conductor ; J. C. Knowles, engineman.

October 3d.—John MacKay, slight, at Jersey City. J. Fitzgerald, conductor ; H. Hoesley, engineman.

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October 12th.—Thomas McCarty, fatal, at Elizabeth. R. Buggy, conductor; F. Barber, engineman.

December 7th.—Bridget Wharton, slight, at Trenton. James Beach, conductor; J. Regan, engineman.

December 17th.—H. Albers, severe, at Marion. J. M. Fitzgerald, conductor; T. Towell, engineman.

December 25th.—Vincenzo Trino, fatal, at Trenton. G. W. Brown, conductor; J. Regan, engineman.

*Persons killed or injured in attempting to get off or on moving trains.*

February 7th.—Mrs. L. M. Christopher, slightly injured at New Brunswick. S. C. Doland, conductor; W. Baldwin, engineman.

February 24th.—Peter McGovern, slightly injured at Harrison. C. Arquit, conductor; William Hyland, engineman.

March 1st.—Thomas Johnson (colored), severely injured at Linden. G. W. Phillips, conductor; J. H. Ellis, engineman.

March 6th.—H. H. Ottman, slightly injured at Elizabeth. R. W. Atkinson, conductor; B. M. Lupton, engineman.

March 31.—E. H. Lyon, slightly injured at Elizabeth. F. E. Wyckoff, conductor; F. Overbaugh, engineman.

April 6th.—An unknown man, slightly injured at Newark. R. Buggy, conductor; J. B. Stults, engineman.

April 13th.—Thadeus, McTiernan, slightly injured at Trenton. G. W. Phillips, conductor; J. Vandegrift, engineman.

May 2d.—Mrs. A. D. Jaques, slightly injured at Rahway. O. A. Swenson, conductor; W. H. Gordon, engineman.

May 9th.—An unknown woman, slightly injured at Newark. William Kennedy, conductor; M. Lee, engineman.

May 11th.—August Richter, slightly injured at Newark. J. P. Read, conductor ; L. Wilkinson, engineman.

May 18th.—F. J. Wellwood, slightly injured at Newark. G. K. Deane, conductor ; I. D. Fry, engineman.

May 26th.—Miss Lizzie Gallagher, slightly injured at Menlo Park. O. A. Swenson, conductor ; W. H. Gordon, engineman.

August 3d.—W. A. Martin, slightly injured at Newark. F. Seaman, conductor ; J. H. Ellis, engineman.

August 6th.—Charles Willets, slightly injured at Elizabeth. F. D. Swain, conductor ; G. Vanarsdale, engineman.

August 7.—Samuel Patterson, slightly injured at Newark. C. W. Parks, conductor ; I. A. Van Pelt, engineman.

August 11th.—An unknown man slightly injured at Harrison. C. B. Kendig, conductor ; L. E. Ganong, engineman.

August 15th.—L. J. F. Laroze, slightly injured at Rahway. J. R. Cornell, conductor ; J. P. Freeman, engineman.

August 25th.—Daniel Kerwin, slightly injured at Elizabeth. J. B. Miller, conductor ; I. D. Fry, engineman.

September 9th.—Robert Carmichael, severely injured at Jersey City. L. P. Booz, conductor ; W. G. Weaver, engineman.

September 26th.—Miss Bunn, slightly injured at Newark. J. R. Cornell, conductor ; J. P. Freeman, engineman.

September 27th.—William Rooney, slightly injured at Newark. H. Garra, conductor ; C. H. Black, engineman.

September 29th.—Thomas Jellico, killed at Trenton. S. B. Keys, conductor ; B. M. Lupton, engineman.

October 13th—Bateman Stout, slightly injured at Trenton. C. Johnson, conductor ; J. B. Stults, engineman.

October 28th—William Condon, severely injured at Newark. ———, conductor ; ———, engineman.

November 5th—An unknown man slightly injured at Newark. H. F. Lander, conductor ; C. Naimby, engineman.

November 15th—T. B. Farrington, slightly injured at Monmouth Junction. W. N. Stults, conductor ; G. Skirm, engineman.

November 17th—Annie Bower (child), slightly injured at Jersey City. J. F. P. Williams, conductor ; G. Vanarsdale, engineman.

December 2d—Miss M. Snyder, slightly injured at Rahway. W. A. Boulton, conductor ; J. A. Van Nuys, engineman.

December 15th—F. Bigley, slightly injured at South Elizabeth. C. W. Parks, conductor ; T. H. Cadell, engineman.

December 19th—James McBride, slightly injured at Perth Amboy. D. B. Tice, conductor ; J. H. Warren, engineman.

*Persons found killed or injured lying alongside of the tracks, supposed to have been struck by passing trains, or by attempting to jump off or on moving trains. Circumstances, what train, what conductor and engineman, unknown.*

January 2d.—Bridget Humphreys, found dead at Monmouth Junction.

January 9th.—Adam Helmstetter, severely injured at Elizabeth.

January 9th.—William Wilbur, fatally injured at Waverly.

January 9th.—An unknown man, found dead at Waverly.

January 30th.—John Compton, found dead at Perth Amboy Junction.

March 6th.—Thomas S. Dainty, found dead at Millham Junction.

April 20th.—Joseph F. Benjamin, found dead at Newark.

April 24th.—An unknown man, found dead at Trenton.

May 2d.—An unknown man, found dead at Elizabeth.

May 6th.—An unknown man, found dead at Linden.

June 6th.—James Muldoon, severely injured at Millham Junction.

June 22d.—Michael Burns, severely injured at Marion.

June 22d.—Charles McGoldrick, found dead at Newark.

June 27th.—George Kay, slightly injured at Waverly.

July 7th.—An unknown man, found dead at Menlo Park.

July 18th.—An unknown colored man, found dead at Marion.

July 29th.—James Elliott, found dead at Rahway.

August 7th.—Barney O'Donnell, slightly injured at Franklin Park.

August 9th.—John Kelly, severely injured at Waverly.

August 11th.—Samuel Brown, severely injured at Perth Amboy Junction.

August 25th.—Herbert Smith, slightly injured at Waverly.

August 29th.—Leopold Gross, found dead at Jersey City.

August 31st.—Emil Ruckstuhl (boy), severely injured at Waverly.

August 31st.—John Wright, slightly injured at Lawrence.

September 3d.—An unknown man, found dead at New Brunswick.

September 23d.—John Vreeland, found dead at Newark.

September 29th.—Frank De Mar, found dead at Meadows.

October 1st.—Christopher Eyles, found dead at Newark.

October 5th.—An unknown man, found dead at Meadows.

October 8th.—Thomas Callahan, severely injured at Jersey City.

October 15th.—Martin Kelly, found dead at Linden.

October 16th.—John Blashke, found dead at Elizabeth.

October 16th.—Frank Gavin, severely injured at Waverly.

October 17th.—P. Donahue, found dead at Meadows.

October 23d.—Con. Breslin, severely injured, and ——— McIsaacs, fatally injured at Waverly.

October 31st.—An unknown man, found dead at Marion.

November 3d.—An unknown man, found dead at South Elizabeth.

November 6th.—James Rutter, severely injured at Jersey City.

November 7th.—Smith Roll, Jr. (boy), fatally injured at Linden.

December 12th.—James Dunn, found dead at Menlo Park.

*Persons killed or injured by moving trains while crossing the tracks.*

February 10th.—Ancina Luceus, killed at Jersey City. C. W. Zabriskie, conductor; G. W. Bishop, engineman.

February 18th.—Charles H. George, killed at Rahway. J. S. Buckley, conductor ; J. Huber, engineman.

February 22d.—Thomas B. Wilson, killed at South Trenton. J. S. Buckley, conductor ; F. Roberts, engineman.

March 21st.—A. B. Bird, killed at Rahway. Charles Johnson, conductor ; S. W. Pine, engineman.

March 24th.—Lawrence C. Bangert, severely injured at Elizabeth. A. C. Van Nostrand, conductor ; G. Vanarsdale, engineman.

April 4th.—An unknown man fatally injured at New Brunswick. W. H. Merritt, conductor ; A. Vandegrift, engineman.

April 15th.—John Turner, alias Lewis Dowdy (colored), killed at New Brunswick. A. N. Ritter, conductor ; J. M. Cook, engineman.

May 13th.—Ira Laforge, killed at Rahway. R. W. Atkinson, conductor ; J. Vandegrift, engineman.

May 21st.—Isabella O'Brien, fatally injured at South Elizabeth. J. B. Miller, conductor ; H. L. Green, engineman.

July 21st.—Charles Deigel, slightly injured at Millstone Junction. A. Y. Scarborough, conductor ; J. B. Stults, engineman.

July 30th.—William Hager, severely injured at Newark. J. Nolan, conductor ; C. Waimby, engineman.

August 3d.—Louis L. Rief, killed at Newark. O. A. Swenson, conductor ; W. H. Gordon, engineman.

August 4th.—An unknown man killed at Harrison. J. A. Foster, conductor ; S. P. Ross, engineman.

August 19th.—Louis Webber, severely injured at Newark. ———, conductor ; I. A. Decker, engineman.

September 7th.—Alfred Bailey, slightly injured at Rahway. R. Buggy, conductor ; E. Wright, engineman.

October 3d.—Michael Joseph, killed at Millham Junction. J. F. Burrage, conductor ; C. N. Devinney, engineman.

October 9th.—James Ferguson and Miss Elsie E. Jacobus, killed at Franklin Park. A. N. Ritter, conductor ; H. Higgins, engineman.

October 13th.—Morris Tucker, slightly injured at Elizabeth. J. S. Smith, conductor ; H. A. Martindale, engineman.

November 4th.—W. T. Collie, severely injured at Newark. H. G. Allen, conductor ; T. J. Mendenhall, engineman.

November 7th.—Mrs. Dippe, slightly injured at Elizabeth. M. H. Garrigan, conductor ; H. T. Carpenter, engineman.

November 29th.—Patrick Murray, killed at Jersey City. W. A. Boulton, conductor ; J. A. Van Nuys, engineman.

December 6th.—An unknown man killed at Newark. H. F. Lauder, conductor ; J. A. Van Nuys, engineman.

*Persons other than employees killed or injured in other ways than as above stated.*

January 2.—John Webber, slightly injured by a car door closing on his hand at Newark. William Ruoff, conductor ; W. P. Garabrant, engineman.

January 19th.—Jeffrey Blewett, killed ; Mrs. A. C. Stansbury, Mrs. M. A. Decker, Patrick G. McClean, Moses Granniger, Miss Henrietta Berger, Mrs. Rosie Restler, Miss Amelia Ax, George B. Easley, William Ashley, Charles P. Swain, William Phillips, Joseph Hogan, Charles Baurer, S. V. Smith, S. K. Osborn, Isaac Gaston, W. Schild Kraut, George K. Camp, Charles Fischer, Jr., Joseph W. Cavanaugh, Leonard F. Requa, Daniel A. Sullivan, Herbert H. Ehlers, Miss Lizzie Polleck, Douglas H. Schneider, William A. Easley, Michael Coburn, Charles Gardiner, John Hefferon, Miss Laura T. Atkinson and John G. Middleton, injured by collision of trains at Meadows. Charles Campbell, William J. Costigan, William Ruoff,

conductors ; H. A. Martindale, F. Farrell, D. W. J. Mahoney, engineers.

January 20.—Charles Bateman, killed by a train while picking coal from the tracks at Millham Junction. F. H. Dey, conductor ; C. E. Smith, engineer.

January 24th.—Thomas F. Shelley, slightly injured by collision of trains between Franklin Park and Deans. William T. Byrnes, John D. Dyer, J. B. Miller, conductors ; C. H. Traphagen, F. Silvers, S. Simpson, engineers.

January 25th.—A. J. Harris, severely injured while stealing a ride on a freight train at Millham Junction. J. W. Colwell, conductor ; F. Howard, engineer.

February 17.—Patrick Murphy, slightly injured while stealing a ride on a freight train at Trenton. S. R. Stockton, conductor ; D. Green, engineer.

February 17th.—M. Oppenheimer, slightly injured by falling from a berth of a Pullman sleeping car at Jersey City. M. Powers, conductor ; J. S. McKenzie, engineer.

March 3d.—J. H. Odell, slightly injured by breaking a car window at New Brunswick. J. M. Fitzgerald, conductor ; D. W. J. Mahoney, engineer.

March 3d.—A. Ruban, slightly injured while loading a wagon on a car at Newark. J. W. Chandler, conductor ; J. Ryan, engineer.

March 15th.—Mr. Nicholson and W. R. Martin, slightly injured by a lamp falling from a chandelier of a Pullman car, near Franklin Park. F. D. Swain, conductor ; G. Vanarsdale, engineer.

March 16th.—Andrew Fleming, slightly injured by glass from a broken car window, at Metuchen. C. H. Williams, conductor ; W. Wiggins, engineer.

March 25th.—Sim Hurwitz, Mary Hurwitz, Rebecca Hurwitz (child), and Isaac M. Compton, slightly injured by collision of trains at Lawrence. William Kennedy, conductor; M. Lee, engineman; H. D. Davenport, conductor; J. Vandegrift, engineman.

April 6th.—Emil Held, slightly injured by a car door closing on his hand at Jersey City. J. F. P. Williams, conductor; C. Metz, engineman.

April 6th.—Fred Stein, fatally injured while stealing a ride on a freight train at Stelton. J. Fellona, conductor; J. Warwick, engineman.

April 14th.—An unknown man, fatally injured while stealing a ride on a freight train at South Elizabeth. J. W. Colwell, conductor; F. Howard, engineman.

April 17th.—Harry Saurbrunn (boy), slightly injured by a car door closing on his hand at Rahway. H. S. Shaw, conductor; W. H. Cook, engineman.

April 30th.—John Briggs (colored boy), severely injured while stealing a ride on a freight at Newark. J. Helferty, conductor; W. N. Doan, engineman.

May 4th.—Martin Shaughnessy, severely injured by being caught between a car and roof support of a freight station at Jersey City. G. Crispin, conductor; E. W. Gwinnell, engineman.

May 22.—John Hennessey, slightly injured by an engine while lying along the track asleep at Jersey City. ———, conductor; ———, engineman.

May 26.—G. W. Pittman, slightly injured while stealing a ride on a freight train at Trenton. J. Helferty, conductor; W. N. Doan, engineman.

May 28th.—Prtrick Kennedy, slightly injured while stealing a ride on a freight train, at Millstone Junction. ———, conductor; ———, engineman.

June 5th.—S. R. McCabe, killed while stealing a ride on a freight train, at Millham Junction. E. B. Dalrymple, conductor; F. E. Sirene, engineman.

June 9th.—William McKenzie (colored), slightly injured while stealing a ride on a freight train at Millstone Junction. C. H. Rich, conductor; C. F. Scull, engineman.

June 12th.—Charles Woodward, slightly injured by a train while asleep along the tracks at Plainsboro. F. Farber, conductor; J. W. Maloney, engineman.

June 13th.—T. J. Martin, slightly injured while stealing a ride on a freight train at Stelton. J. Tice, conductor; S. W. Horner, engineman.

June 14th.—Miss Bella Deeves, slightly injured by glass from a broken car window at Jersey City. J. M. Curran, conductor; T. Towell, engineman.

June 15th.—An unknown man slightly injured by falling while boarding a train at Jersey City. W. L. Chatburn, conductor; J. Rielly, engineman.

June 21st.—Peter Hagan, severely injured while stealing a ride on a freight train at East Brunswick. P. O'Neil, conductor; A. A. Neisser, engineman.

June 27.—M. J. Connelly, slightly injured by glass from a broken car window at Linden. J. McLaughlin, conductor; G. Vanarsdale, engineman.

June 27th.—Robert Jones, slightly injured while stealing a ride on freight train at Millham Junction. H. Stewart, conductor; M. Reilly, engineman.

June 29th.—Rev. Charles Becker, slightly injured by glass from a broken car window at Meadows. C. W. Parks, conductor; J. P. Freeman, engineman.

July 10th.—C. W. Schalck, slightly injured by a stone thrown through an open car window at Jersey City. T. J. Thomas, conductor; G. W. Bishop, engineman.

July 11th.—Edward Cline, slightly injured by being struck by a broken driving wheel spring of an engine while sitting along the tracks at Meadows. J. W. Bostwick, conductor; E. Wright, engineman.

July 12th.—Miss Annie Brown, slightly injured by falling while alighting from a train at Rahway. J. H. Lanning, conductor; W. G. Weaver, engineman.

July 12th.—J. E. Scrivener, James Johnson, F. Knopf, Mrs. D. Mauger and James H. Reeson, colored, slightly injured by the derailment of a car at Newark. J. M. Curran, conductor; L. E. Ganong, engineman.

July 14th.—Emma Schinder, slightly injured by a stone thrown through an open car window at Newark. J. S. Smith, conductor; C. W. Plant, engineman.

July 17th.—George Williams, severely injured while stealing a ride on a freight train at Newark. J. Fellona, conductor; J. Clark, engineman.

July 20th.—A child of F. Moritz, slightly injured by a car window sash falling on its hand at Jersey City. T. J. Denniston, conductor; J. H. Emmons, engineman.

July 21st.—George Colton (boy), slightly injured by glass from a broken car window at Jersey City. J. H. Lanning, conductor; W. G. Weaver, engineman.

July 22d.—L. Hearin, slightly injured by his arm being struck by some object while holding it out of a car window between Newark and Jersey City. W. A. Boulton, conductor; W. B. Gurney, engineman.

August 1st.—Joseph Ney, slightly injured while stealing a ride on a freight train at East Brunswick. W. H. Brooks, conductor; C. A. Thomas, engineman.

August 4th.—John Martin and Isaac Hirschberg, slightly injured while stealing a ride on a freight train at Monmouth Junction. R. Allen, conductor; J. W. Monroe, engineman.

August 7th.—Fred Furleigh, slightly injured by glass from a broken car window at Meadows. J. M. Fitzgerald, conductor; G. B. Taylor, engineman.

August 8th.—John Burke, severely injured, while stealing a ride on a freight train at Marion. E. H. Elmherst, conductor; T. O'Connor, engineman.

August 12th.—T. J. Backus, slightly injured by a stone thrown through an open car window at North Elizabeth. William Ruoff, conductor; J. M. Cook, engineman.

August 18th.—Ernest L. Mayo, slightly injured while stealing a ride on a freight train at Meadows. H. Graham, conductor; J. Decator, engineman.

August 29th.—George Albright, severely injured while stealing a ride on a freight train at Franklin Park. R. T. Elder, conductor; W. A. F. Smith, engineman.

August 30th.—George Lang, slightly injured while stealing a ride on a freight train at Stelton. C. Peterman, conductor; S. W. Horner, engineman.

September 30th.—An unknown woman, slightly injured by glass from a broken car window at Jersey City. Charles Campbell, conductor; W. H. Gordon, Jr., engineman.

September 30th.—Mrs. W. R. Maloney, slightly injured by glass from a broken car window at Trenton. H. W. Feaster, conductor; F. Farrell, engineman.

October 3d.—Arthur Mahy, slightly injured, while stealing a ride on a freight train at Jersey City. J. T. Mason, conductor; William Fort, engineman.

October 5th.—Frederick Howe (boy), fatally injured, while stealing a ride on a freight train at Harrison. William White, conductor; Joseph Toms, engineman.

October 25th.—Jesse E. Triest, E. W. McGonigal, W. J. Smith, Thomas Walsh and Edward Mullin, slightly injured, and two (2) unknown men killed by collision of trains at Lawrence. J. Lythgoe, C. C. Howard, conductor; C. W. Scott, D. W. J. Mahoney, enginemen.

November 5th.—An unknown man, slightly injured, while stealing a ride on a freight train at Deans. W. Pedrick, conductor; O. Pancoast, engineman.

November 6th.—Richard Cross, slightly injured by a car door closing on his hand at Marion. C. W. Parks, conductor; W. H. Gordon, engineman.

November 9th.—Theodore Bodke, slightly injured while stealing a ride on a freight train at Harrison. J. M. Reppard, conductor; W. H. Lewis, engineman.

November 17th.—T. Morrissey, slightly injured while stealing a ride on a freight train at Monmouth Junction. W. N. Lawrence, conductor; L. Bates, engineman.

November 22d.—Henry Stengler, slightly injured while stealing a ride on a freight train at Princeton Junction. ———, conductor; ———, engineman.

December 9th.—Charles Dunham, severely injured while stealing a ride on a freight train at Rahway. G. J. Stewart, conductor; P. Regan, engineman.

December 19th.—Mark Perlich, severely injured while stealing a ride on a freight train at Millstone Junction. J. Langan, conductor; C. Voorhees, engineman.

*Employees killed or injured while coupling or handling cars at stations.*

January 1st.—W. R. Lake, slightly injured at Jersey City. P. Burke, conductor; E. Devlin, engineman.

January 2d.—G. W. Welden, slightly injured at Meadows. D. Wilt, conductor; W. E. Powers, engineman.

January 3d.—Jeremiah J. Crimmins, slightly injured at Jersey City. Jeremiah J. Crimmins, conductor; H. T. Carpenter, engineman.

January 4th.—M. J. Shannon, slightly injured at Meadows. H. C. Weber, conductor; F. Ethridge, engineman.

January 4th.—J. W. Dalton, slightly injured at Jersey City. M. Kavanaugh, conductor; W. Templeton, engineman.

January 8th.—Andrew R. Michaels, severely injured at Waverly. Andrew R. Michaels, conductor; A. J. O'Neil, engineman.

January 9th.—W. F. Higgins, slightly injured at Jersey City. J. A. Quinn, conductor; J. H. Mason, engineman.

January 10th.—Thomas L. Kenny, slightly injured at Jersey City. George J. Brown, conductor; P. Logan, engineman.

January 10th.—Jared E. Breece, fatally injured at Jersey City. M. Bodell, conductor; H. Hoesley, engineman.

January 12th.—Samuel Lynn, slightly injured at Meadows. W. J. Mahoney, conductor; G. Gillen, Jr., engineman.

January 12th.—George Richardson, slightly injured at Marion. H. Stewart, conductor; J. E. McIntyre, engineman.

January 15th.—Owen Wood, slightly injured at Jersey City. C. Robinson, conductor; P. Regan, engineman.

January 16th.—George Davison, slightly injured at Princeton. Isaac Slack, conductor; H. Mahan, engineman.

January 16th.—Frank Kelly, slightly injured at Meadows. J. Culnen, conductor ; G. Gillen, Jr., engineman.

January 18th.—Linnis Broughton, slightly injured at Jersey City. M. Kane, conductor ; R. A. Goulding, engineman.

January 24th.—James F. Barrett, slightly injured at Jersey City. Joseph Fallon, conductor ; C. Stickle, engineman.

January 29th.—Conrad Nitzel, slightly injured at Meadows. William Connors, conductor ; W. H. Holland, engineman.

January 29th.—John F. Delaney, slightly injured at Jersey City. M. Kavanaugh, conductor ; W. Templeton, engineman.

January 30th.—John Griffin, severely injured at Jersey City. John Boyle, conductor ; D. C. Brown, engineman.

January 30th.—Perle Flint, slightly injured at Meadows. L. McDonald, conductor ; A. Allen, engineman.

February 6th.—M. A. Murphy, slightly injured at Jersey City. J. Brennan, conductor ; R. Y. McCall, engineman.

February 10th.—G. J. Brown, slightly injured at Jersey City. G. J. Brown, conductor ; P. Logan, engineman.

February 15th.—W. Burton, slightly injured at Jersey City. L. Cyster, conductor ; C. E. Benter, engineman.

February 15th.—W. C. Harding, slightly injured at Meadows. A. Kraatz, conductor ; C. W. Williams, engineman.

February 15th.—John Munn, slightly injured at Meadows. W. Dawson, conductor ; N. Townsend, engineman.

February 20th.—J. T. Stiteler, slightly injured at Waverly. J. Helferty, conductor ; J. E. McIntyre, engineman.

February 23d.—James Hardman, slightly injured at Newark. W. W. Walker, conductor ; J. J. Rogers, engineman.

February 27th.—Henry Weber, severely injured at Jersey City. N. Brown, conductor ; F. Lozier, engineman.

February 28th.—F. Wicht, severely injured at Meadows. Peter Noon, conductor ; F. A. Henneman, engineman.

March 2d.—C. L. Dougherty, slightly injured at Jersey City. C. L. Dougherty, conductor ; C. E. Benter, engineman.

March 4th.—R. J. Burns, slightly injured at Waverly. C. P. More, conductor ; J. Norton, engineman.

March 4th.—H. Hellrigel, slightly injured at Waverly. P. J. Hand, conductor ; J. H. Toms, engineman.

March 8th.—Johnson Hurley, slightly injured at Waverly. J. T. Clark, conductor ; J. Decator, engineman.

March 12th.—John Sullivan, severely injured at Perth Amboy Junction. John Sullivan, conductor ; A. S. Herbert, engineman.

March 13th.—David Irwin, slightly injured at Trenton. C. H. Rich, conductor ; C. F. Scull, engineman.

March 14th.—W. S. Alkers, slightly injured at Meadows. H. C. Weber, conductor ; G. McLaughlin, engineman.

March 14th.—H. B. Braisted, slightly injured at Trenton. G. B. Hengst, conductor ; G. Maxon, engineman.

March 22d.—Frederick Marks, slightly injured at Waverly. J. T. Pierce, conductor ; J. L. Ettenger, engineman.

March 22d.—E. L. Heston, slightly injured at Meadows. E. L. Heston, conductor ; E. R. Trout, engineman.

March 27th.—Benjamin Harris, slightly injured at Waverly. W. W. Walker, conductor ; J. J. Rogers, engineman.

March 28th.—I. B. Haldeman, slightly injured at Millham Junction. A. Brown, conductor ; C. Colier, engineman.

March 29th.—W. Q. Thorp, slightly injured at Meadows. H. Stewart, conductor ; E. Vaughn, engineman.

March 31st.—J. E. O'Brien, slightly injured at Meadows. R. Dingley, conductor ; J. B. Doyle, engineman.

April 1st.—J. E. Goodwin, slightly injured at Waverly. J. Lythgoe, conductor ; M. K. Packer, engineman.

April 4th.—G. W. Whingates, severely injured at Jersey City. R. Powley, conductor ; J. H. Voorhees, engineman.

April 5th.—B. Sparks, slightly injured at Meadows. E. G. Morris, conductor ; J. Herbert, engineman.

April 6th.—L. McDonald, slightly injured at Meadows. L. McDonald, conductor ; A. Allen, engineman.

April 7th.—D. F. Kane, slightly injured at Jersey City. E. Devitt, conductor ; N. Blower, engineman.

April 14th.—John Beken, slightly injured at Jersey City. M. Kavanaugh, conductor ; W. Templeton, engineman.

April 15th.—J. F. McNally, slightly injured at Meadows. M. King, conductor ; F. Ethridge, engineman.

April 18th.—L. W. Burn, slightly injured at Metuchen. I. F. Arnold, conductor ; E. F. Rowe, engineman.

April 19th.—John Fitzgerald, slightly injured at Jersey City. John Fitzgerald, conductor ; J. H. Farmer, engineman.

April 20.—C. L. Dougherty, slightly injured at Jersey City. C. L. Dougherty, conductor ; C. E. Benter, engineman.

April 22d.—Albert Heydorn, slightly injured at Jersey City. J. Tice, conductor ; S. W. Horner, engineman.

April 22d.—Mathew Bodell, slightly injured at Jersey City. Mathew Bodell, conductor ; H. H. Blore, engineman.

April 24th.—Arthur Mitchell, slightly injured at Jersey City. A. Cadmus, conductor ; I. A. Decker, engineman.

April 24th.—John Jenkins, slightly injured at Trenton. A. F. Smith, conductor ; E. W. Stowe, engineman.

April 25th.—G. W. Whingates, slightly injured at Jersey City. M. O'Rourke, conductor ; E. P. Hutton, engineman.

April 25th.—F. L. Kearns, slightly injured at Jersey City. J. W. Dalton, conductor ; C. E. Benter, engineman.

April 26th.—Andrew Maguire, killed at Meadows. W. Pedrick, conductor ; J. Boehm, engineman.

April 27th.—Frank Peterpints, slightly injured at Waverly. ———, conductor ; I. J. Jones, engineman.

April 29th.—John C. Sibbitt, severely injured at Meadows. B. H. Street, conductor ; W. Woolsey, engineman.

May 1st.—J. Giesler, slightly injured at Metuchen. I. F. Arnold, conductor ; E. F. Rowe, engineman.

May 2d.—J. Brock, slightly injured at Jersey City. P. Burke conductor ; W. C. Johnson, engineman.

May 2d.—J. P. Price, slightly injured at Rahway. G. Stewart, conductor ; J. Boehm, engineman.

May 4th.—O. J. McKenna, slightly injured at Jersey City. A. Capmus, conductor ; J. W. Boyce, engineman.

May 5th.—John Howlett, slightly injured at Jersey City. John Howlett, conductor ; H. Fleiganf, engineman.

May 5th.—M. Dahl, slightly injured at Waverly. W. B. Fenton, conductor ; J. J. Fagan, engineman.

May 6th.—Robert Willis, slightly injured at Jersey City. N. Brown, conductor ; F. Lozier, engineman.

May 8th.—L. S. Blaine, slightly injured at Meadows. J. Brown, conductor; C. Speigler, engineman.

May 10th.—E. G. Staab, slightly injured at Meadows. George Griffin, conductor; J. Donnelly, engineman.

May 10th.—Edward Larkins, slightly injured at Meadows. C. Huncke, conductor; W. H. Vandewater, engineman.

May 11th.—Thomas Barclay, slightly injured at Waverly. J. Frank, conductor; J. Norton, engineman.

May 13th.—H. Degnan, slightly injured at Meadows. R. Dingley, conductor; W. J. Dugan, engineman.

May 13th.—James Donnelly, slightly injured at Waverly. C. P. More, conductor; J. Norton, engineman.

May 13th.—Eugene Devitt, slightly injured at Jersey City. M. Bodell, conductor; H. H. Blore, engineman.

May 13th.—Jeremiah J. Crimmins, severely injured at Meadows. F. Hunter, conductor; J. A. Barry, engineman.

May 14th.—James Barrett, slightly injured at Meadows. J. Fallon, conductor; C. Stickle, engineman.

May 15th.—F. Canfield, slightly injured at Newark. J. L. Lyon, conductor; H. T. Freeman, engineman.

May 21st.—William Burke, slightly injured at Meadows. C. N. Billington, conductor; G. McLaughlin, engineman.

May 22d.—William Walker, slightly injured at Harrison. J. Brown, conductor; C. Speigler, engineman.

May 23d.—John Howlett, slightly injured at Jersey City. John Howlett, conductor; F. Disbrow, engineman.

May 27th.—E. J. Brandes, slightly injured at Elizabeth. I. F. Arnold, conductor; E. F. Rowe, engineman.

May 27th—C. E. Pettit, slightly injured at Jersey City. C. E. Pettit, conductor ; H. Dewes, engineman.

June 2d—A. Stalknecht, slightly injured at Jersey City. W. D. Hunter, conductor ; F. Disbrow, engineman.

June 3d—Michael Coyle, slightly injured at South Elizabeth. Edward Lynch, conductor ; Samuel Barr, engineman.

June 5th—John Barry, slightly injured at Jersey City. John Barry, conductor ; A. Hamel, engineman.

June 6th—Edward Lynch, slightly injured at East Brunswick. Edward Lynch, conductor ; Samuel Barr, engineman.

June 12th—P. F. Carroll, slightly injured at Jersey City. M. Kane, conductor . R. Dolan, engineman.

June 14th—D. L. Hanlon, slightly injured at Jersey City. W. Reedy, conductor ; F. P. Hutton, engineman.

June 14th—McC. Crammer, slightly injured at Jersey City. N. Brown, conductor ; F. Lozier, engineman.

June 15th—John Mack, slightly injured at Jersey City. M. McGovern, conductor ; C. W. Plant, engineman.

June 17th—John Snedeker, slightly injured at Waverly. E. Pullen, conductor ; J. Meaney, engineman.

June 28th—John Rochford, slightly injured at Harrison. J. A. Foster, conductor ; S. P. Ross, engineman.

July 3d—Charles E. Ward, slightly injured at Jersey City. Charles E. Ward, conductor ; F. Disbrow, engineman.

July 3d—Philip F. Corey, slightly injured at Jersey City. N. Carroll, conductor ; W. Nunnemacher, engineman.

July 4th—Albert Peckard, slightly injured at Trenton. G. Mount, conductor; J. Vansant, engineman.

July 6th—John Mack, severely injured at Jersey City. M. McGovern, conductor; F. Burke, engineman.

July 7th—Richard Powley, slightly injured at Jersey City. M. C. Scanlon, conductor; D. C. Brown, engineman.

July 13th—M. Murphy, slightly injured at Jersey City. J. Brennan, conductor; R. Y. McCall, engineman.

July 13th.—Frank Goodwin severely injured at Metuchen. Edward Lynch, conductor; Samuel Barr, engineman.

July 15th.—Amos Shamp, slightly injured at Meadows. W. D. Young, conductor; J. Fahl, engineman.

July 15th.—H. M. Harris, slightly injured at Jersey City. M. McGovern, conductor; G. H. West, engineman.

July 17th.—T. L. Kinney, slightly injured at Jersey City. G. Brown, conductor; J. B. Doyle, engineman.

July 17th.—Charles R. Lowery, fatally injured at Waverly. J. Helferty, conductor; W. N. Doan, engineman.

July 24th.—James T. Barrett, slightly injured at Meadows. J. Fallon, conductor; C. Stickle, engineman.

July 25th.—James Shaw, slightly injured at Jersey City. J. Devers, conductor; W. H. Coulson, engineman.

August 2d.—Hugh Reynolds, slightly injured at Meadows. J. Keenan, conductor; F. Burke, engineman.

August 3d.—M. Coyle, slightly injured at East Millstone. M. Van Nostrand, conductor; Samuel Barr, engineman.

August 9th.—John D. Rankin, slightly injured at Waverly. R. Hagar, conductor; H. Metz, engineman.

August 23d.—M. Mulquin, slightly injured at Jersey City. R. Davis, conductor ; W. Manning, engineman.

August 24th.—A. M. Linden, slightly injured at Newark. H. Cheever, conductor ; J. S. Van Nostrand, engineman.

August 28th.—Ferdinand Wicht, slightly injured at Meadows. Peter Noon, conductor ; F. A. Henneman, engineman.

August 29th.—C. R. Clayton, slightly injured at Waverly. F. Amerman, conductor ; W. Roberts, engineman.

September 6th.—M. J. Kearney, slightly injured at Jersey City. P. Kelley conductor ; R. A. Goulding, engineman.

September 6th.—L. S. Blaine, slightly injured at Millham Junction. James Brown, conductor ; C. Speigler, engineman.

September 8th.—Frederick Gorman, fatally injured at Jersey City. W. E. Perry, conductor ; W. H. Nunnemacher, engineman.

September 13th.—D. H. Osborne, fatally injured at Jersey City. M. O'Rourke, conductor ; J. B. Sweet, engineman.

September 23d.—L. E. Bittner, slightly injured at Monmouth Junction. A. L. Youtz, conductor ; H. Neall, engineman.

September 27th.—W. H. Whelan, slightly injured at Jersey City. P. Mullins, conductor ; ———, engineman.

October 7th.—James Griffin, slightly injured at Jersey City. G. J. Brown, conductor ; J. B. Doyle, engineman.

October 13th.—Nelson A. Wilcox, slightly injured at Jersey City. Richard Powley, conductor ; E. P. Hutton, engineman.

October 14th.—Charles Grady, slightly injured at Jersey City. G. J. Brown, conductor ; J. B. Doyle, engineman.

October 17th.—Joseph J. Kavanaugh, slightly injured at Millham Junction. J. Jackson, conductor ; J. English, engineman.

October 22d.—M. J. Kearney, slightly injured at Jersey City. O. Woods, conductor; R. A. Goulding, engineman.

October 23d.—James Donnelly, slightly injured at Rahway. G. Stewart, conductor; P. Regan, engineman.

October 25th.—Thomas Tallon, slightly injured at Meadows. W. Rich, conductor; E. W. Stowe, engineman.

October 31st.—James Culnen, slightly injured at Meadows. James Culnen, conductor; C. W. Williams, engineman.

November 6th.—James Cummings, slightly injured at Jersey City. James Cummings, conductor; E. Rose, engineman.

November 8th.—W. H. Burke, severely injured at Meadows. M. King, conductor; W. Middlesworth, engineman.

November 10th.—E. S. Corey, slightly injured at Monmouth Junction. W. B. Fenton, conductor; C. R. Creevey, engineman.

November 11th.—Robert Davis, slightly injured at Jersey City. Robert Davis, conductor; W. Manning, engineman.

November 12th.—John Snedeker, slightly injured at Jersey City. J. A. Quinn, conductor; J. P. Moore, engineman.

November 13th.—Michael Egan, slightly injured at Jersey City. William White, conductor; J. Toms, engineman.

November 18th.—Michael W. Crowley, slightly injured at Jersey City. W. Connors, conductor; W. H. Holland, engineman.

November 20th.—Thomas Coyne, slightly injured at Meadows. James Culnen, conductor; C. W. Williams, engineman.

November 21st.—G. M. Palmer, slightly injured at East Brunswick. S. Travis, conductor; W. Cooper, engineman.

November 30th.—J. McLaughlin, slightly injured at Jersey City. M. Powers, conductor; J. S. Sullivan, engineman.

December 6th.—Frank O'Brien, slightly injured at Jersey City. J. Leonard, conductor ; H. E. Johnson, engineman.

December 9th.—W. H. Mabey, slightly injured at Trenton. T. C. Wharton, conductor ; J. Applegate, engineman.

December 11th.—E. J. Armstrong, slightly injured at Jersey City. H. Brown, conductor ; F. Lozier, engineman.

December 19th.—J. H. Farmer, slightly injured at Jersey City. M. C. Scanlan, conductor ; J. H. Farmer, engineman.

December 20th.—John Kells, slightly injured at Meadows. Peter Noon, conductor ; H. Fleigauf, engineman.

December 27th.—J. E. Duryea, slightly injured at Jersey City. N. Brown, conductor ; F. Lozier, engineman.

January 27th.—James P. Kelly, slightly injured at Meadows. J. Leavy, conductor ; C. H. Blumer, engineman.

*Employees killed or injured by accident as stated.*

January 4th.—F. Haseltine, slightly injured by a train striking a baggage barrow at Jersey City. J. Fitzgerald, conductor ; J. H. Farmer, engineman.

January 10th.—C. W. Skirm, fatally injured by being struck by a train at Monmouth Junction. W. W. Terry, conductor ; F. Barber, engineman.

January 10th.—Stephen Ester and Lawrence Rosko, killed by a train while at work on the tracks at Rahway. R. W. Atkinson, conductor ; John Huber, engineman.

January 14th.—John Serenson, severely injured by a train while at work along the tracks at East Brunswick. W. P. Lawrence, conductor ; G. S. Labar, engineman.

January 15th.—William Morris, slightly injured by striking his face against the spout of an oil can at Monmouth Junction. E. H. Elmhirst, conductor; George Auchter, engineman.

January 19th.—H. A. Martindale and James Culbert (colored), slightly injured by collision of trains at Meadows. Charles Campbell, William J. Costigan, William Ruoff, conductors; H. A. Martindale, F. Farrell, D. W. J. Mahoney, enginemen.

January 20th.—John H. Cole, killed by being struck by a train at Stelton. G. W. Phillips, conductor; J. H. Ellis, engineman.

January 20th.—George Brennert, killed while coupling safety chains between Pullman cars at Jersey City. J. Meyer, conductor; G. P. French, engineman.

January 24th.—W. B. Lodge, W. H. Jacobs and C. A. Simpson, slightly injured by a collision of trains between Franklin Park and Deans. W. T. Byrnes, John D. Dyer, J. B. Miller, conductors; C. H. Traphagen, F. Silvers, S. Simpson, enginemen.

January 27th.—J. F. Eastmond, slightly injured by falling from an engine at New Brunswick. E. H. Elmhirst, conductor; George Auchter, engineman.

January 30th.—Antone Williams, slightly injured by being struck by a drill engine at Jersey City. J. Garrahty, conductor; C. Cozzens, engineman.

January 30th.—William Gillis, killed by a train while standing on the track at Jersey City. H. D. Danenhour, conductor; W. Keefe, engineman.

February 5th.—H. Wilcox, slightly injured by a car door closing on his hand at Harrison. W. A. Boulton, conductor; G. H. Seward, engineman.

February 7th.—John J. Slavin, severely injured by striking an overhead bridge at Trenton. C. H. Rich, conductor; F. E. Sirene, engineman.

February 7th.—Jeremiah J. Cummins, severely injured by falling from a train at Deans. F. Hunter, conductor; J. A. Barry, engineman.

February 10th.—P. H. McCabe, killed by an engine while crossing the tracks at Jersey City. — — —, conductor; R. K. Stackhouse, engineman.

February 13th.—John A. Anderson, severely injured by a train while at work on the tracks at Jersey City. A. V. Bergen, conductor; J. P. Freeman, engineman.

February 26th.—John Langan, slightly injured while alighting from a train at Trenton. John Langan, conductor; J. Decator, engineman.

March 10th.—Albert Schmidt, slightly injured while cleaning cars at Jersey City. W. L. Chatburn, conductor; J. Reilly, engineman.

March 20th.—C. A. Ferguson, slightly injured by a piece of coal falling on his foot at Millham Junction. C. W. Watson, conductor; G. T. Lewis, engineman.

March 25th.—George Dickinson, colored, slightly injured by collision of trains at Lawrence. William Kennedy, H. D. Danenhour, conductors; M. Lee, J. Vandegrift, enginemen.

March 28th.—R. K. Stackhouse, fatally injured by striking a stand pipe at Monmouth Junction. R. Buggy, conductor; R. K. Stackhouse, engineman.

March 29th.—L. Coddington, T. Bradley, Steve Stuckey, Joseph Clark, W. H. Green and Harry Amerman, slightly injured by a derrick car being overturned at Elizabeth.

April 15th.—J. J. Reynolds, fatally injured by falling from a moving train at Lawrence. William White, conductor; Joseph Toms, engineman.

April 18th.—Michael Madegan, killed by a train while at work on the tracks at Jersey City. G. A. Wesley, conductor; E. L. Leahy, engineman.

April 24th—H. C. DeKulf, slightly injured by falling from an engine at Jersey City. R. Davis, conductor; W. Manning, engineman.

May 1st—G. F. Jones, slightly injured by falling from a moving train at Waverly. R. Hagar, conductor; H. Metz, engineman.

May 3d—Edward S. Wilson, slightly injured by being struck by a train at East Brunswick. G. B. Hengst, conductor; G. Maxon, engineman.

May 4th—Anthony Peterpinto, slightly injured by being caught between an engine and coal bin at Waverly. —, conductor; J. J. Jones, engineman.

May 5th—Charles Blair, slightly injured by being caught between a car and building at Jersey City. C. H. Whitehouse, conductor; W. Dugan, engineman.

May 17th.—G. W. Stilwell, slightly injured by striking fence between tracks at Newark. John D. Dyer, conductor; F. Silvers, engineman.

May 22d.—Michael Murphy, slightly injured while assisting to unload cross-ties from a car at Rahway. L. E. Burt, conductor; W. J. Burton, engineman.

May 30th.—James Gibbin, slightly injured by being struck by an engine at Jersey City. W. H. Brooks, conductor; C. A. Thomas, engineman.

May 31st.—F. Laudmesser, slightly injured while assisting to load an engine-tender with coal at Jersey City. F. Laudmesser, conductor; H. M. Vanarsdale, engineman.

June 1st.—Prospero Saldo, slightly injured by a train while patrolling tracks at meadows. —, conductor; —, engineman.

June 5th.—William A. Barr, severely injured by a piece of coal falling from an engine at Metuchen. R. W. Atkinson, conductor; H. Higgins, engineman.

June 7th.—C. R. Clayton, slightly injured by a piece of stone ballast from under a passing train at Monmouth Junction. J. M. Curran, conductor; N. Bratton, engineman.

June 20th.—P. M. Logan, killed by falling from a moving train at Iselin. J. Riley, conductor; T. O'Connor, engineman.

June 25th.—H. H. Pitcairn, slightly injured by jumping from a moving train at Menlo Park. G. W. Phillips, conductor; G. Vanarsdale, engineman.

July 4th.—Joseph Petolino, slightly injured by falling from an engine at Waverly. — — —, conductor; I. J. Jones, engineman.

July 4th.—August Grigat, killed by a train while walking on the track at South Elizabeth. J. P. Read, conductor; L. Wilkinson, engineman.

July 11th.—Jacob Mike, slightly injured by a car while at work on the track at Newark. J. W. Chandler, conductor; J. Ryan, engineman.

July 12th.—E. S. Forton and F. M. Harris, slightly injured by the derailment of a car at Newark. J. M. Curran, conductor; L. E. Ganong, engineman.

July 15th.—J. Gorman, slightly injured by a car door closing on his hand at Meadows. C. Campbell, conductor; G. V. Plant, engineman.

July 15th.—Charles Anderson, severely injured by jumping from a moving train at Meadows. G. Huncke, conductor; J. H. Mason, engineman.

July 19th.—Louis Merz, slightly injured by striking a signal board at Newark. James Brown, conductor; W. H. Stillwagon, engineman.

July 21st.—A. E. Harris, slightly injured by falling from an engine at Deans. J. Hickey, conductor; T. Palmer, engineman.

July 22d.—Bartine T. Van Dusen, killed by a train while crossing tracks at Stelton. Joseph Brown, conductor; T. B. Jones, engineman.

August 6th.—W. H. Stillwagon, slightly injured by hand being caught between reverse lever and foot brace of an engine at Waverly. — —, conductor; W. H. Stillwagon, engineman.

August 14th.—Nelson L. Forman, slightly injured by being struck by a train at Waverly. B. H. Street, conductor; W. Woolsey, engineman.

August 16th.—J. Kilcommons, slightly injured while alighting from a moving train at Jersey City. — —, conductor; — —, engineman.

August 17th.—Frank Snapski, severely injured by attempting to board a moving train at Jersey City. B. F. Ellison, conductor; C. Bogert, engineman.

August 19th.—D. L. Hanlan, severely injured by foot being caught between drawheads of cars at Jersey City. G. Cuspin, conductor; E. W. Gwinnell, engineman.

August 21st.—Peter Fulham, slightly injured by breaking a window glass of a cabin car at Monmouth Junction. J. Ward, conductor; W. A. Kutz, engineman.

September 26th.—A. Schultze, slightly injured by being struck by a car at Jersey City. J. A. Quinn, conductor; J. H. Mason, engineman.

October 6th.—W. J. Fox, slightly injured by falling from a car at Jersey City. — —, conductor; — —, engineman.

October 9th.—A. F. Purt, slightly injured by falling from an engine at Jersey City. — —, conductor; A. F. Purt, engineman.

October 25th.—D. W. J. Mahoney, severely injured, and H. F. Matthews, slightly injured by collision of trains at Lawrence. J. Lythgoe, C. C. Howard, conductors; C. W. Scott, D. W. J. Mahoney, enginemen.

October 31st.—P. M. Revis, slightly injured by falling while alighting from a moving train at Newark. William Ruoff, conductor; A. Vandegrift, engineman.

November 11th.—W. H. Lewis, slightly injured by an engine colliding with apron of coal shutes at Meadows. J. M. Reppard, conductor; W. H. Lewis, engineman.

November 19th.—David Green, killed by collision of trains at Newark. W. Vance, W. Davis, conductors; D. Green, F. C. Shotwell, enginemen.

November 27th.—Perle Flint, slightly injured by being struck by a stone thrown by some unknown person at Jersey City. L. McDonald, conductor; J. Sweeney, engineman.

November 28th.—G. B. Raymond, slightly injured by stepping from a moving train at Trenton. A. N. Ritter, conductor; W. F. Conk, engineman.

November 30th.—Benjamin Cassell, slightly injured by being struck by a train at Meadows. J. W. Castian, conductor; D. Buckley, engineman.

November 30th.—Thomas Jackson, severely injured by being struck by a train at Jersey City. N. Brown, conductor; F. Lozier, engineman.

December 4th.—Peter Murphy, killed by being struck by a train at Meadows. W. A. Boulton, conductor; C. Nainby, engineman.

December 14th.—John J. Foy, slightly injured by the derailment of a car at Perth Amboy Junction. Howard Taylor, conductor; E. L. Leahy, engineman.

December 19th—Charles Rommel, slightly injured by being struck by a piece of an exploded track torpedo at Jersey City. Charles Rommel, conductor; H. Cochran, engineman.

December 21st—David Coyne, killed by being struck by a train at Marion. J. A. Foster, conductor; S. P. Ross, engineman.

December 29th—James M. Fitzgerald, slightly injured while uncoupling steam heating hose between cars at Princeton Junction. G. W. Brown, conductor; J. Regan, engineman.

All the conductors and enginemen mentioned in this report were retained in the service.

## VINCENTOWN BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vincentown Branch Railroad Company presents the following report for the year ending December 31st, 1898 :

Capital stock paid in.....	\$25,000 00
Bonded debt.....	15,000 00
Cost of road and equipments.....	\$43,256 61

The road extends from Vincentown to Ewanville, a distance of two and eighty-hundredths miles.

It is leased to the Camden and Amboy Railroad and Transportation Company at an annual rental of six per cent. on fifteen thousand (\$15,000) dollars, held by individual stockholders, and the interest upon the fifteen thousand dollars bonds, paid by the Pennsylvania Railroad, Lessee of the United Railroads of New Jersey.

It is equipped and operated by the Pennsylvania Railroad, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—John S. Irick, being duly sworn, on his oath says, that he is President of the Vincentown Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. S. IRICK,  
President.

Sworn and subscribed before me this second day of February,  
A.D. 1894.

HENRY J. IRICK,  
M. C. C.

## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$1,438 47
Income from freight.....	601 95
Income from other sources.....	441 29
Total.....	<hr/> \$2,481 71
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies....	\$4,364 19
Dividends paid during the year 1893, and how paid--Nine hundred dollars, being six per cent. on \$15,000 of the stock, and paid by the Pennsylvania Railroad Company semi-annually.	

Post-office address of this company: Vincentown, N. J.

## VINELAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$600,000 00
Cost of road and equipments—At foreclosure sale.....	\$10,000 00
Since added.....	123,137 09
	<u>\$133,137 09</u>

The road extends from Atsion to Bay Side, a distance of forty-six and eighty-two hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says, that he is President of the Vineland Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this tenth day of March, A. D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of same was kept.

Dividends paid during the year 1893, and how paid—None.

## ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

## WARREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$1,800,000 00
Bonded debt.. ..	1,350,000 00
Floating debt.....	39,277 69
Cost of road and equipments.....	3,189,277 69

The road extends from New Hampton Junction to Delaware River, a distance of eighteen and eighty-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. on its stock and bonds, and report of operations is included in report made by the Morris and Essex Railroad Company.

It is operated by the Delaware, Lackawanna and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me this sixth day of February, A. D. 1894.

A. W. B. CARDOZO,  
Notary Public, No. 145, New York County.

## RECEIPTS AND EXPENSES FOR 1893.

Dividends paid during the year 1893, and how paid—\$126,000,  
directly to stockholders by lessee.

Post-office address of this company: No. 26 Exchange Place,  
New York City, N. Y.

## ACCIDENTS.

January 24th.—Jas. W. Clifford, brakeman, uncoupling. In-  
jured thumb.

January 30th.—Mich. Nalis, brakeman, thrown from top of  
car. Ankles sprained.

May 13th.—Jno. J. Murray, brakeman, coupling. Finger  
mashed.

December 16th.—Thos. Snyder, brakeman, coupling. Hand  
mashed.

## WATCHUNG RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York and Greenwood Lake Railway Company, operating the Watchung Railway, presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$47,000 00
Bonded debt, \$200,000.00 and accrued interest.	
Floating debt, consisting of Receiver's certificates, \$50,000.00 and accrued interest.	
Cost of road, estimated.....	\$102,617 00

The road extends from a junction with the New York and Greenwood Lake Railway, near Newark, to East Orange, a distance of four and one hundred and sixty-three-thousandths miles.

This road is in the hands of a receiver and is operated as a part of the New York and Greenwood Lake Railway under a contract between its receiver and the company. The accounts of its operation and expenditures are merged in those of the New York and Greenwood Lake Railway Company.

It is equipped and operated by the New York and Greenwood Lake Railway Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Abram S. Hewitt, being duly sworn, on his oath says that he is President of the New York and Greenwood Lake Railway Company, and Receiver of the Watchung Railway, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

ABRAM S. HEWITT.

Sworn and subscribed before me this 21st day of February, A. D. 1894.

THOMAS N. WILLIAMS,

Notary Public, N. Y. Co.

ACCIDENTS.

February 23d.—Edw. Openshaw, age 28, brakeman, while coupling cars at Forest Hill, 7:10 A. M., he slipped on ice, causing him to catch his thumb of left hand between the drawheads, bruising it. Engine 149; A. Whritmour, engineer.

May 8th.—Patrick Rooney, age 64, was driving wagon, and attempting to cross ahead of passenger train 422, engine 148, engineer, B. Roach, conductor, D. O'Day, at High street, Orange, 6:43 P. M., the wagon was struck, throwing him out and inflicting injuries from which he died at Memorial Hospital, Orange, next day. Engine bell was ringing and whistle sounded; also was warned by flagman to stop, but paid no attention.

June 8th.—Tony Tennery, age 36, trackman, while driving a spike in cross tie, at Llewellyn, 5:30 P. M., the spike flew out, striking him on the right eye, bruising it.

WEEHAWKEN BRANCH RAILROAD.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916). requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the New York, Lake Erie and Western Railroad Company, the lessee of the Weehawken Branch Railroad, presents the following report for the year ending December 31st, 1893 :

The road extends from Seventeenth street, Jersey City, to Weehawken, N. J., a distance of two and eighty-three hundredths miles.

It is leased to the New York, Lake Erie and Western Railroad Company at an annual rental of six thousand dollars, with an additional sum for trackage of forty cents per loaded car transported.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of New York, New York County, ss.—E. B. Thomas, being duly sworn, on his oath says that he is Vice President of the New York, Lake Erie and Western Railroad Company, lessee of the Weehawken Branch Railroad, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

E. B. THOMAS.

Sworn and subscribed before me this 11th day of January, A. D. 1894.

THOMAS N. WILLIAMS,  
Notary Public N. Y. County.

Dividends paid during the year 1893, and how paid—None.

Post-office address of the above company: No. 21 Cortlandt street, New York City, N. Y.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the accounts of the operations, earnings and expenditures of the Weehawken Branch Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, the lessee, and that the accompanying statement of accidents occurring during the year ending December 31st, 1893, on the Weehawken Branch, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Subscribed and sworn to before me this 10th day of February, 1894.

THOMAS N. WILLIAMS,

Notary Public, N. Y. County.

#### ACCIDENTS.

January 19th.—John Mahoney, age 25, fireman, while coaling engine 538 on freight train, A. Hoyt, engineer, M. McKendrey, conductor, at Weehawken, 1:30 P. M., let a lump of coal fall on his left foot, slightly bruising it.

January 31st.—John Morse, age 28, laborer, while assisting to dump a car of coal at Weehawken, 2:45 P. M., he stepped on top of coal as bottom doors of car were dropped, and fell down with the coal, bruising his left hip.

February 11th.—Jos. Rogers, age 11, was stealing a ride on freight train, yard engine 407, Wm. Nolan, conductor, L. Conklin, engineer, at Weehawken, 11:30 A. M., and in jumping off he fell with left leg under the wheels. Leg was amputated at hospital.

March 8th.—Milton Anderson, age 27, brakeman, attempted to couple cars, yard engine 444, T. A. King, engineer, at Wee-

hawken, 8:45 A. M., without using a coupling-stick, and caught first three fingers of right hand between the bumpers, crushing them.

June 7th.—James Mullin, age 28, brakeman, attempting to couple cars in Weehawken yard, at 4:00 P. M., yard engine 417, T. Brenton, engineer, without using a coupling stick, had third finger of left hand caught and bruised between drawheads.

July 7th.—B. Benkendorf, age 21, laborer, while in a car at Weehawken, 5:00 P. M., helping to load ties from a schooner, was struck by sling of ties and thrown from car, breaking left wrist and bruising left hip.

July 15th.—Lango Pago, age 31, laborer, attempting to cross between freight cars in Weehawken yard, at 12:45 P. M., was caught between the bumpers, crushing left foot. Yard engine 435; J. Tucker, engineer.

August 12th.—John Sullivan, age 16, while stealing a ride on freight train, engine 409, M. Earls, conductor, F. Smith, engineer, fell off the train at Eighth street, Hoboken, 4:30 P. M., and had right leg run over. He died two hours after admission to St. Mary's Hospital, Hoboken.

October 31st.—John M. Burke, age 30, fireman, left arm slightly scalded. James O'Neil, age 32, brakeman, gash on left leg. Switch engine 447, engineer, T. Singler, backed cars into engine 437, in Weehawken yard, 8:40 P. M., caused by switchman neglecting to turn switch for right track. He was suspended from the service. Burke was injured by escaping steam, and O'Neil by falling from car.

November 16th.—Thos. Divine, age 35, brakeman, attempted to couple cars without using a coupling-stick, in Weehawken yard at 11:40 A. M., and had his right arm and three fingers crushed between the drawheads. Engine 445; J. Ackerson, engineer.

November 26th.—Thos. Stanley, age 35, switchtender. He attempted to cross ahead of switch engine 449 in Weehawken yard and was struck and instantly killed at 4:05 P. M. F. L. Hopper, engineer.

December 16th.—Frank McCoombs, age 11, while climbing on train of empty coal cars to pick coal, he fell under the wheels and was killed. Yard engine 449. J. Ackerson, engineer; J. Readon, conductor. In Weehawken yard, at 2:30 P. M.

### WEST END RAILROAD COMPANY.

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In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West End Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$43,700 00
Floating debt.....	1,645 11
Cost of road and equipments.....	\$45,345 11

The road extends from East Long Branch to West End, a distance of one and fifty-five hundredths miles.

State of New York, New York City and County, ss.—J. R. Maxwell, being duly sworn, on his oath says that he is President of the West End Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

J. R. MAXWELL.

Sworn and subscribed before me this 10th day of March, A.D. 1894.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

#### RECEIPTS AND EXPENSES FOR 1893.

The receipts and expenses for 1893 are included in the receipts and expenses of the New Jersey Southern Railway Company. No separate account of the same was made.

Dividends paid during the year 1893, and how paid—None.

#### ACCIDENTS.

Included in the report of the New Jersey Southern Railway Company, if any.

### EST JERSEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey Railroad Company presents the following report for the year ending December 31st, 1898:

Capital stock paid in, \$2,622,800 Common, \$104,300 Special	
Guaranteed.....	\$2,727,100 00
Bonded debt .....	3,242,900 00
Cost of road and equipments.....	\$5,004,942 03

Dividends paid during the year 1893, and how paid—Two of  $3\frac{1}{2}$  per cent. in cash on common stock; and 6 per cent. per annum, in cash, on the special guaranteed stock.

The road extends—

From Camden to Cape May, N. J.....	80.92 miles.
From Woodbury to Salem, N. J.....	28.39 miles.
From Branch in Salem, N. J.....	1.27 miles.
From Elmer to Riddleton Junction, N. J.....	10.38 miles.
From Alloway Junction to Quinton, N. J....	4.22 miles.
From Glassboro to Bridgeton, N. J.....	19.68 miles.
From Main street, north of passenger station, to Pearl and Lemon streets, in Bridgeton, N. J.....	1.67 miles.
From Manumuskin to Morris River, opposite Port Norris, N. J.....	9.76 miles.
From Sea Isle Junction to Sea Isle City, N. J.....	4.80 miles.
From Sea Isle City to Second Street pier, Ocean City, N. J.....	11.68 miles.
From Sea Isle City to Stone Harbor, N. J.....	9.06 miles.
From Angelsea Junction to Holly Beach, N. J.....	7.24 miles.
Total.....	189 07 miles.

RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$842,858 18
Income from freight.....	524,525 22
Income from other sources.....	141,905 10
Total.....	\$1,509,288 50

Expenditures during the year for working road, including repairs,  
maintenance of way, motive power and contingencies..... \$1,121,873 14

State of Pennsylvania, Philadelphia City and County, ss.—G. B. Roberts, being duly sworn, on his oath says that he is President of the West Jersey Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1893 are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me this 31st day of January, A. D. 1894.

HUGH B. ELY,

M. C. C. State of New Jersey.

ACCIDENTS.

January 8th.—Edward Crasson, slightly injured by being struck by train at Second street, Camden.

January 9th.—Morris Elwell, slightly injured at Riddleton.

January 12th.—W. H. Nevell, brakeman, fell from car and slightly injured.

February 15th.—M. B. Ridgway, brakeman, slightly injured at Parksville.

February 26th.—Fred. Kenjon, slightly injured at North Woodbury.

March 9th.—Samuel Wilson, brakeman, slightly injured, Cooper's Point, Camden.

April 12th.—A. B. Jackway, brakeman, fell and broke knee cap at Haddonfield.

April 13th.—Antonio Dunfolie, laborer, slightly injured at Woodbury.

April 18th.—H. Brandt, slightly injured, struck by train at Gloucester.

April 18th.—Mrs. Lewis Gifford, slightly injured, alighting from train, Salem.

May 12th.—Isaiah Anderson, slightly injured, struck by train, Woodbury.

May 13th.—Smith Davis, slightly injured at Bridgeton, struck by train; wagon demolished and horse killed.

May 15th.—An unknown man killed near Pitman.

May 16th.—Horse struck and killed at Van Hook street, Camden.

May 16th.—Cow struck and killed at Halberton.

May 26th.—Edward S. Stokes, arm injured by striking mail crane at Clayton.

May 31st.—Jno. Croke, watchman, killed, Third street crossing, Camden.

June 1st.—W. E. Canfield, brakeman, three fingers mashed at Woodbury.

June 5th.—Jas. Dwyer, brakeman, three fingers mashed at Glassboro.

June 7th.—Cow struck and killed near Bennett.

June 25th.—Fred Duffield, struck and killed at Newfield.

July 7th.—Florence Lynch, watchman, struck and killed at Westville.

July 8th.—John H. Stanley, laborer, foot crushed at Cape May.

July 20th.—Claudius Tomilson, struck and killed at South Camden.

July 23d.—John M. Bloom, hand injured alighting from train in Camden station.

July 23d.—Anthony Grosequack, struck and killed at Sewell.

July 24th.—Samuel Ireland, slightly injured at Manumuskin.

July 25th.—W. S. Johnson, brakeman, hand injured coupling cars, Sea Isle City.

July 26th.—P. Hunsinger, severely injured, struck by train near Stone's coal yard, South Camden.

July 26th.—Patrick Gonnigh, laborer, severely injured, struck by train in Camden yard.

August 2d.—J. Sheerer, brakeman, slightly injured coupling cars, Point Airy.

August 17th.—Edward B. Warrell, struck and killed at Glassboro.

August 22d.—Mrs. Retta Hickman, slightly injured alighting from electric car, Atlantic City.

August 26th.—H. J. Tichnor, slightly injured, Sea Isle Junction, package striking him in face.

August 28th.—Edward Selah, brakeman, slightly injured coupling cars, Glassboro.

September 2d.—Charles Powner, fell off train, Woodbury, fatally injured.

September 6th.—Mrs. J. Sampson, fell through platform, Newfield, slightly injured.

September 7th.—Horse struck and killed at Gloucester.

September 9th.—William Crawford, struck and killed at Newton avenue, Camden.

September 10th.—Chester Mesting, struck and killed near Westville.

September 26th.—Benjamin Hendricks, fell from train, Franklinville, slightly injured.

October 11th.—Wagon struck and demolished at South Vine-land.

October 13th.—John Donnelly, nose broken, struck by train, Berkley street, Camden.

October 14th.—Mrs. Emma Haner, jumped from train, Aura, slightly injured.

November 2d.—Cow struck and killed at Alloway Junction.

November 4th.—Frank Brennan, struck and killed at Woodbury.

November 6th.—Edward Johnson, fell from train, Elmer, slightly injured.

November 10th.—Horse killed and wagon demolished, Line street, Camden.

November 11th.—Mr. C. White, slightly injured alighting from train while it was in motion at Woodbury.

November 17th.—Robert Ewan, slightly injured alighting from train, Glassboro.

November 18th.—J. Sheerer, brakeman, hand injured at Sweedsboro.

November 30th.—David Madden, struck and killed near North Woodbury.

December 5th.—P. Counsellor, brakeman, hand severely injured, Harrisonville.

December 24th.—Wagon struck at Woodbury road crossing and demolished.

December 26th.—Dr. M. J. Paulding, driving across track at South Woodstown, was fatally injured, horse killed and wagon demolished.

## WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1893:

Capital stock paid in.....	\$1,008,250 00
Bonded debt.....	86,000 00
Cost of road and equipments.....	\$1,151,270 05

The road extends from Newfield to junction with Camden and Atlantic Railroad, near Atlantic City, from Pleasantville to Somers Point, N. J., a distance of thirty-nine and seventy-four hundredths miles.

It is leased to the West Jersey Railroad Company at an annual rental of excess of receipts over cost of operating.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company and is annexed hereto.

State of Pennsylvania, Philadelphia City and County, ss.—  
George Wood, being duly affirmed, on his affirmation says that he is President of the West Jersey and Atlantic Railroad Company and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE WOOD.

Sworn and subscribed before me this thirty-first day of January, A. D. 1894.

HUGH B. ELY,  
M. C. C., State of New Jersey.

## RAILROAD AND CANAL REPORTS.

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## RECEIPTS AND EXPENSES FOR 1893.

Income from passengers.....	\$125,493 60
Income from freight.....	35,418 18
Income from other sources.....	16,156 83
Total.....	\$177,068 61
Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies...	\$155,080 92
Dividends paid during the year 1893, and how paid—None.	

## ACCIDENTS.

March 30th.—Small child struck and killed at Mizpah.

July 29th.—Anthony King slightly injured alighting from train at Pleasantville.

August 13th.—Alfred Mason jumped from train at Pleasantville and slightly injured.

November 3d.—Miss Rebecca R. Price slightly injured by falling through platform at Bakersville.

## WEST SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874 (Revision, p. 916), requiring annual reports to be made to the Legislature and transmitted to the Comptroller by the railroad companies of the State, the West Shore Railroad Company presents the following report for the year ending December 31st, 1893 :

Capital stock paid in.....	\$10,000,000 00
Bonded debt.....	50,000,000 00
Floating debt—None.	
Cost of road and equipments.....	\$60,000,000 00

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five miles.

It is leased to the New York Central and Hudson River Railroad Company, at an annual rental of four (4) per centum upon outstanding bonds, secured by a first mortgage, not exceeding fifty million dollars.

It is equipped and operated by the New York Central and Hudson River Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New York, New York County, ss.—Chauncy M. Depew, being duly sworn, on his oath says, that he is President of the West Shore Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAUNCY M. DEPUE,  
President.

Sworn and subscribed before me this 12th day of January, A. D. 1894.

H. C. DUVAL,  
Notary Public, Kings County,  
Certificate filed for New York County.

Dividends paid during the year 1893, and how paid—None.

Post-office address of this company: Grand Central Station, New York City.

State of New York, County of New York, ss.—John Carstensen, Comptroller of the New York Central and Hudson River Railroad Company, lessee of the West Shore Railroad, being duly sworn, says: That the earnings and expenses of the West Shore Railroad are merged in the general accounts of the New York Central and Hudson River Railroad Company, and that the accompanying statement of accidents occurring in the State of New Jersey on the West Shore Railroad, during the year ending December 31, 1893, is correct and true, to the best of his information, knowledge and belief.

J. CARSTENSEN,  
Comptroller.

Sworn and subscribed before me this twelfth day of January, 1894.

H. C. DUVAL,  
Notary Public, Kings County.  
Certificate filed for New York County.

#### ACCIDENTS.

January 6th.—Alfred Bates, freight brakeman, injured at Weehawken by an extra train (O. Mahey,† conductor; Geo. Madden,† engineer); thumb of left hand mashed while pulling a pin.

January 13th.—Daniel Orisnahan, yard brakeman, injured at New Durham by a yard train (L. Snell,† conductor; J. Van Dyke,† engineer); nail torn off third finger right hand while pulling a pin.

January 20th.—George Siper, yard brakeman, injured at Weehawken by a yard train (G. D. Jones,† conductor; M. O'Hare,† engineer); first finger left hand mashed while coupling cars; was not using a coupling stick.

January 22d.—Frank Spencer, yard brakeman, injured at Weehawken by a yard train (E. J. Monaghan,† conductor; J. Eckleson,† engineer); first and second fingers right hand mashed while coupling cars; was not using a coupling stick.

January 24th.—Patrick Winn, freight handler, injured at Weehawken; right leg injured by falling tie while unloading schooner.

January 30th.—Charles Lange, car repairer, injured at New Durham; foot injured by stepping on a nail in car shop.

February 10th.—Charles Swartz, car repairer, injured at New Durham; third finger left hand broken in two places, and two other fingers bruised; while pinching car down with jimmy bar, bar slipped and he fell on rail.

February 16th.—Alfred Duckett, carpenter, injured at New Durham; left foot severely injured by stepping on a nail in car shop.

February 21st.—Frank Hasdick, yard brakeman, injured at Weehawken by a yard train (F. Quackenbush,† conductor; Michael O'Hare,† engineer); injured internally by getting caught between cars while pulling pin.

February 25th.—Charles Barth, freight brakeman, injured at Weehawken by an extra train (L. S. Stametts,† conductor; Wm. Curran,† engineer); injured about the breast while coupling; was not using a coupling stick.

February 27th.—John Halivick, locomotive fireman, injured at Weehawken by a yard train (P. Campbell,† conductor; W. Ryndahl, engineer); right arm scalded while getting hot water out of injector by hose coming off.

March 6th.—James McMabon, yard brakeman, injured at New Durham; concussion of the brain, caused by falling down steps at station.

March 6th.—Michael May, section laborer, injured at Teaneck by train No. 11 (Geo. Van Wormer,\* conductor; W. Umpleby,† engineer); right arm broken; struck by train while cleaning switch.

March 17th.—Patrick Rossean, hostler, injured at New Durham; right hand bruised and cut; while turning triple valve under engine, brake applied itself, and caught hand between valve handle and brake lever.

March 21st.—Edward L. Sheehan, yard brakeman, injured at Weehawken by a yard train (John Morrissey,\* conductor; Wm. Curran,† engineer); both legs cut by falling from top of box car to ground.

March 22d.—Jonathan B. Howell, passenger, injured at Weehawken; hand burned by steam pipe in ferry waiting room.

March 28th.—Z. Hannabauch, freight brakeman, injured at Weehawken by an extra train (J. F. Dodge,† conductor; W. Griffin,\* engineer); killed; knocked down by cars, and run over while getting off caboose.

March 31st.—P. H. Dwyer, passenger, injured at Weehawken; hand burned by steam pipe in ferry waiting-room.

April 15th.—Wm. Fitzpatrick, freight brakeman, injured at Little Ferry by an extra train (W. G. Wells,\* conductor; M. Smith,† engineer); left arm run over and face cut by falling from train; arm amputated.

April 17th.—L. J. Ward, locomotive fireman, injured at Little Ferry by train No. 31 (D. Gunderman,† conductor; H. E. Pepper,† engineer); right foot severely bruised by lump of coal rolling down from tank.

April 17th.—Geo. A. Ackerman, carpenter; injured at New Durham; cut in head while drifting rod out by hitting himself with sledge.

April 18th.—Eugene Ralston, boy, injured at Ridgefield Park; severely cut about head and shoulders; supposed to have been struck by train.

May 2d.—Michael Campbell, yard brakeman, injured at Weehawken by yard train (S. Marsh,\* conductor; J. Lewis,† engineer); end of thumb, left hand, mashed while pulling pin.

May 8th.—John Smith, laborer, injured at New Durham; skin torn off palm left hand; while pushing axle-truck with axle on it clamp closed on hand.

May 8th.—John Miller, machinist helper, injured at New Durham; top of middle finger, left hand, taken off while taking down main rod of engine.

May 16th.—Adam Lowry, car repairer, injured at New Durham; left leg severely bruised; while taking down drawhead it fell on his leg.

May 22.—Alexander Plass, yard brakeman, injured at Weehawken, by a yard train (Jno. Morrissey,\* conductor; H. Poyton†, conductor); left shoulder and ribs injured while coupling cars; was not using a coupling-stick.

May 25th.—Michael Watt, Italian laborer, injured at Schraalenburgh; left hand cut; struck (accidentally) by pick in hands of fellow-workman.

May 26th.—David Rady, machinist, injured at New Durham; right foot and right arm scalded by hot water in ash-pan, while working under engine in engine house.

June 4th.—J. Stout, yard brakeman, injured at Weehawken by a yard train (H. Tierney,† conductor; J. Lewis,† engineer); shoulders squeezed while coupling; was not using a coupling-stick.

June 5th.—John Riley, passenger, injured at Weehawken tunnel by train 68 (G. T. Williams,† conductor; Wm. Perouts,† engineer); hand injured by coach-window falling.

June 7th.—John Staats, switchman, injured at Weehawken, by a yard train (Chas. Timus,† engineer; Wm. Coonan,† conductor); right hand injured while pulling pin.

June 12th.—Michael Heinweckle, yard brakeman, injured at Weehawken, by a yard train (Jno. Heinweckle,† conductor; Harry Grimm,† engineer); hand injured by falling on rail while carrying a barrel of water.

June 16th.—F. Appenzeller, switchman, injured at Weehawken, by a yard train (Geo. Williams,† conductor; D. Morrissey,† engineer); injured about the hips while pulling pin.

June 27th.—George Caldwell, passenger (child), injured at Weehawken; great toe of left foot mashed; run over by baggage truck while walking from train to ferry-boat.

June 30th.—Wm. V. Hannon, passenger yard-master, injured at Weehawken, by a yard train (Geo. Williams,† conductor; D. Morrissey,† engineer); right foot run over (amputation necessary) while attempting to get on engine in motion.

July 21st.—W. Feeney, yard brakeman, injured at Weehawken, by a yard train (H. Tierney,† conductor; J. Lewis,† engineer); left thumb injured while pulling pin.

August 7th.—Realea Carcelea, passenger, injured at Little Ferry Junction, by train 50 (J. W. Howley,† conductor; F. Eastman,† engineer); right arm injured; hit by some object while waving arm out of car-window.

August 8th.—Fred. Burcker, car repairer, injured at Weehawken; forehead cut; while working under sleeper, hammer missed and struck his head.

September 2d.—Edward Wilber, yard brakeman, injured at Weehawken, by a yard train (P. Kennedy,\* conductor; J. Eck-

leson,† engineer); right hand injured while coupling cars; was not using coupling-stick.

September 28th.—Clement Vicharick, machinist, injured at New Durham; middle finger, right hand, broken at first joint while changing gear on planer.

October 3d.—Peter Shultz, boy (not in employ), injured at Weehawken, by a yard train (P. Campbell,† engineer; W. Regndahl,† engineer); killed; run over while attempting to crawl between cars.

October 4th.—Fred. Metze, carpenter, injured at Weehawken; eye injured by piece of iron flying from spike while driving a spike in coal-trestle.

October 6th.—Herman Rossa, locomotive-fireman, injured at Harrington Park, by train 71 (O. T. Merrill,† conductor; F. L. Wilbur,\* engineer); right wrist and hand sprained by jumping from engine to avoid collision.

October 6th.—Freeman L. Wilbur, locomotive-engineer, injured at Harrington Park, by train 71 (O. T. Merrill,† conductor; F. L. Wilbur,\* engineer); concussion of chest, both hands burned and scalded and head slightly injured by jumping from train to avoid collision.

October 13th.—John Miller, No. 1, car repairer, injured at New Durham; left arm bruised; while loading truck-bolsters on hand-car one fell on his arm.

October 16th.—Thomas Kelly, yard brakeman, injured at Weehawken, by a yard train (J. J. Whalen,† conductor; M. O'Hare, engineer); foot bruised; caught between drawhead and dead-wood while climbing between cars.

October 22d.—Charles Schmidt (not in employ), injured at Weehawken, by a yard train (Chas. Timus,† conductor; W. Coonan,† engineer); killed; found on track with both legs cut off. Died later.

November 4th.—August Rhodes, car repairer, injured at New Durham; right foot bruised by brake-beam falling on it.

November 15th.—John Lambert, car repairer, injured at New Durham; left foot bruised; while putting up draw-plank, it fell on his foot.

November 21st.—Peter Campbell, yard conductor, injured at Weehawken, by a yard train (Peter Campbell,† conductor; W. Regndahl,† engineer); two ribs fractured by getting caught between cars while coupling; was not using a coupling-stick.

November 27th.—John Norden, car repairer, injured at New Durham; second finger, right hand, injured; caught between truck-bolster and truck-spring in shop.

November 28th.—August Rhodes, car repairer, injured at New Durham; third and fourth fingers, right hand, bruised; while carrying truck-bolster, let it fall on his hand.

December 12th.—W. H. Keener, night yard-master, injured at Weehawken, by a yard train (J. Bott,† conductor; Jno. Eckleson,† engineer); forefinger of right hand mashed while coupling cars; was not using a coupling-stick.

December 15th.—John Eisenhausen, locomotive-fireman, injured at West Englewood, by train 75 (Geo. Coonrod,† conductor; J. M. Blauvelt,† engineer); left foot severely sprained; caught between end of spout and coal on tank while pulling water-crane over engine-tank.

\* Not now in service. † Still in service.

## RECAPITULATION.

	Killed.	Injured.	Totals.
Passengers.....	...	5	5
Employees.....	1	47	48
Others.....	1	1	2
Totals.....	2	53	55



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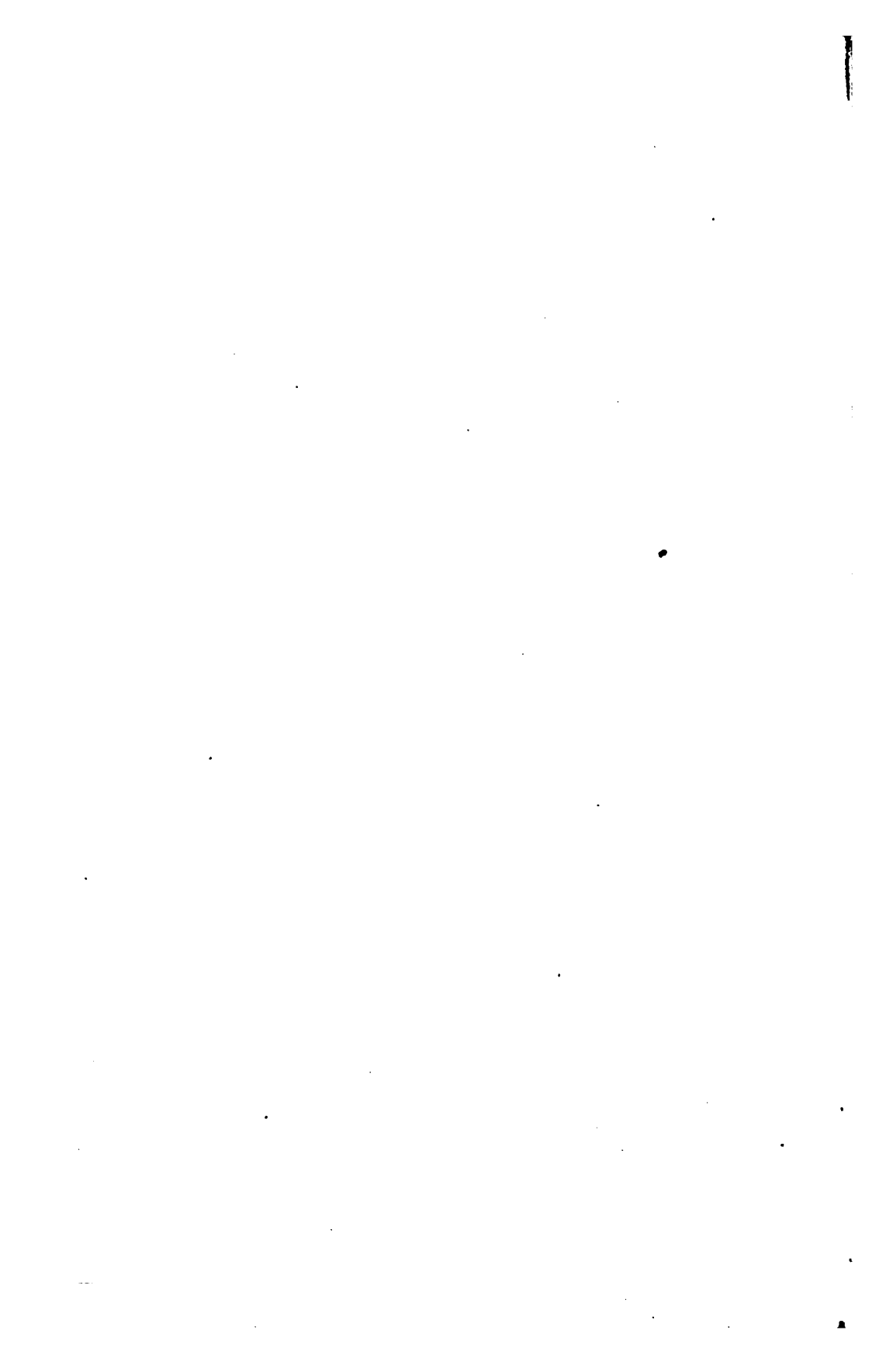
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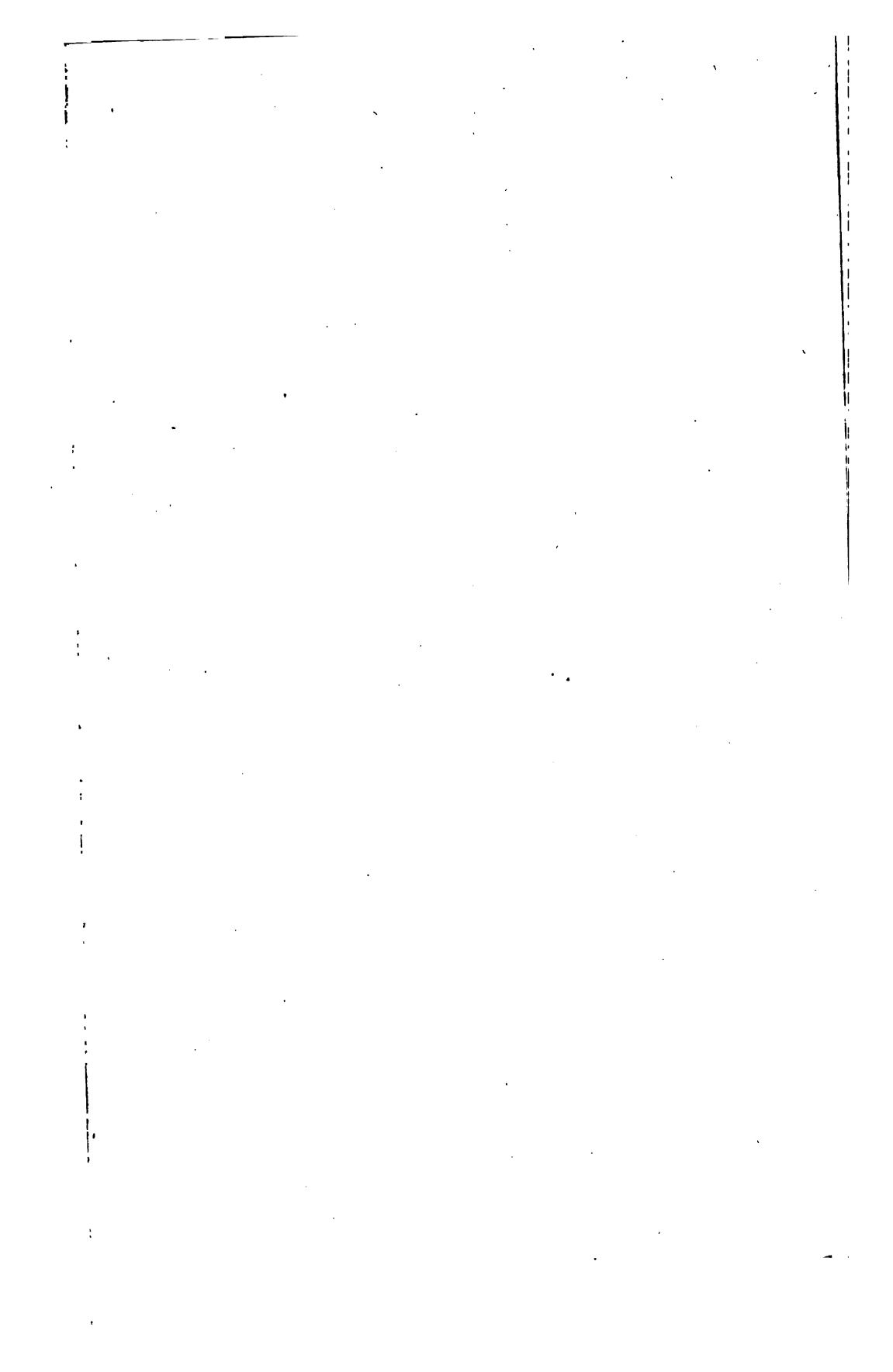
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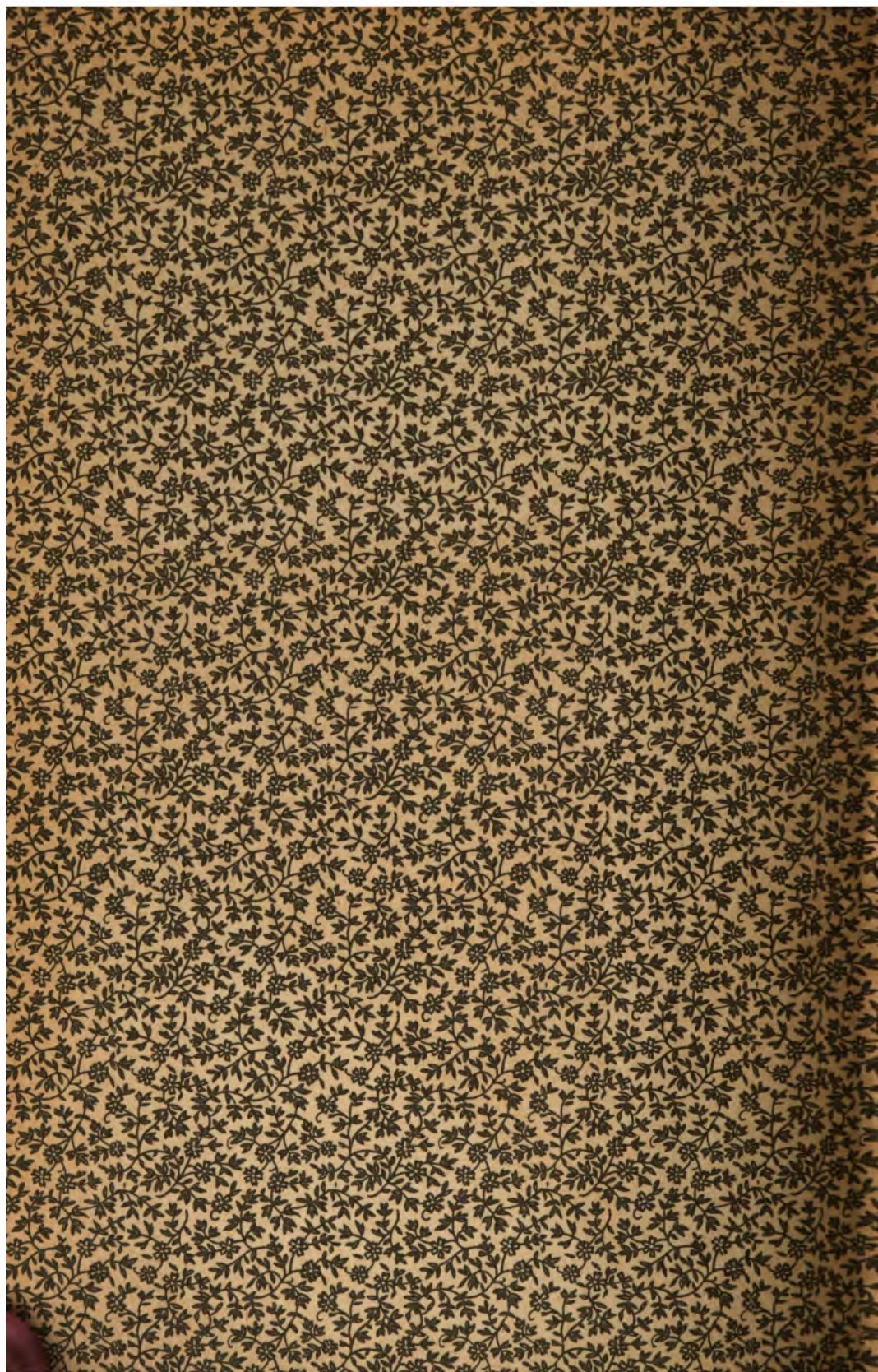
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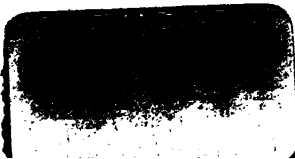


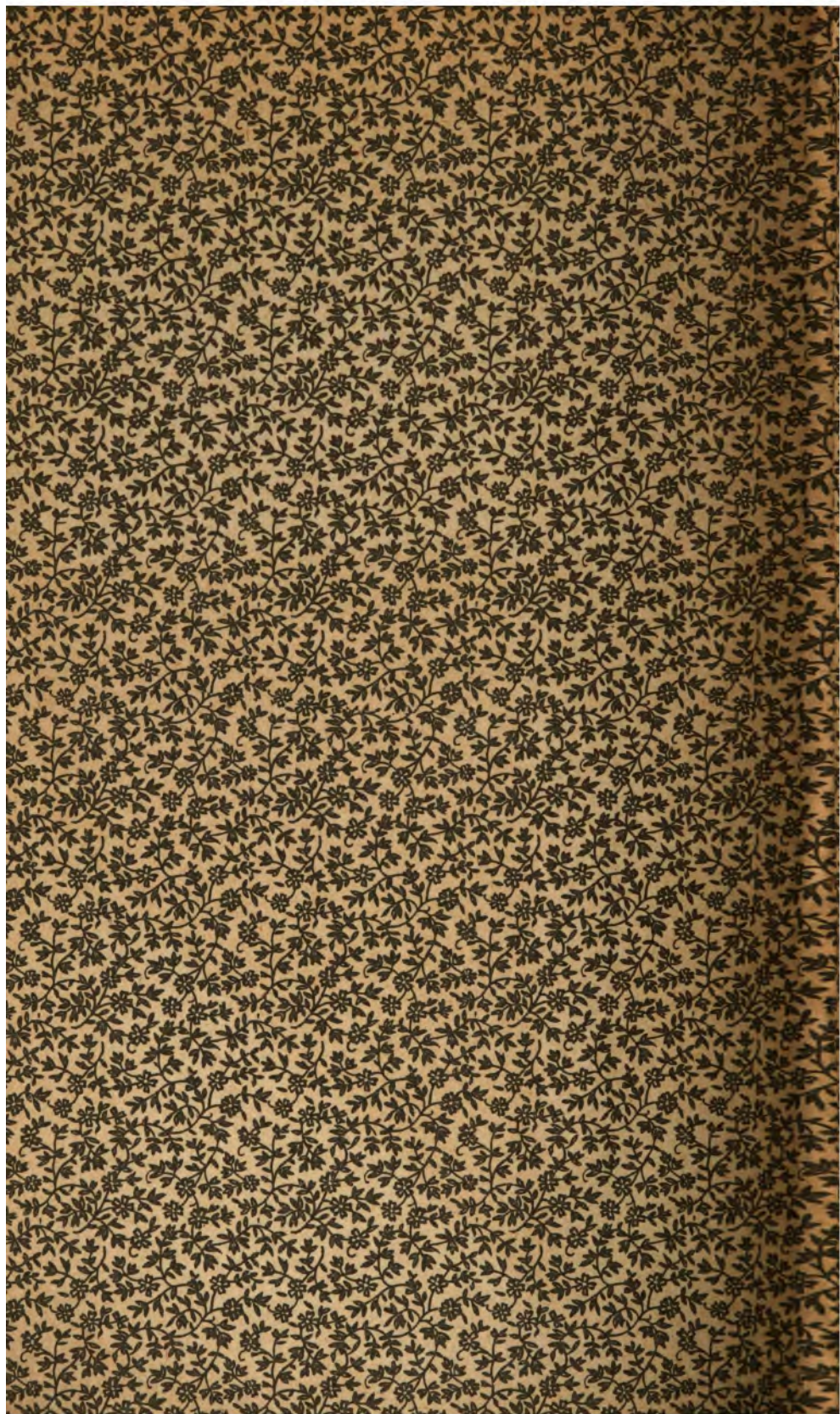


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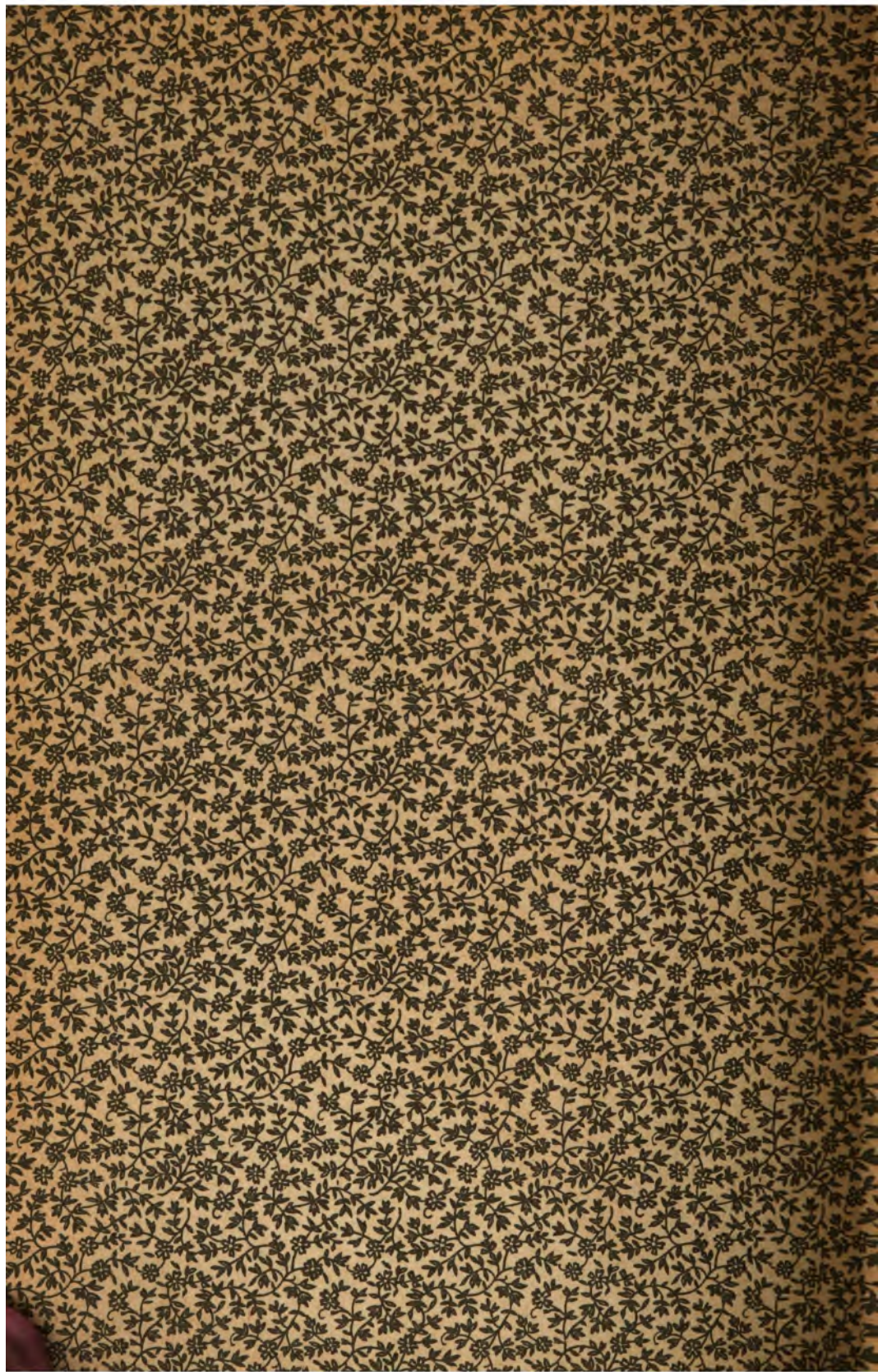


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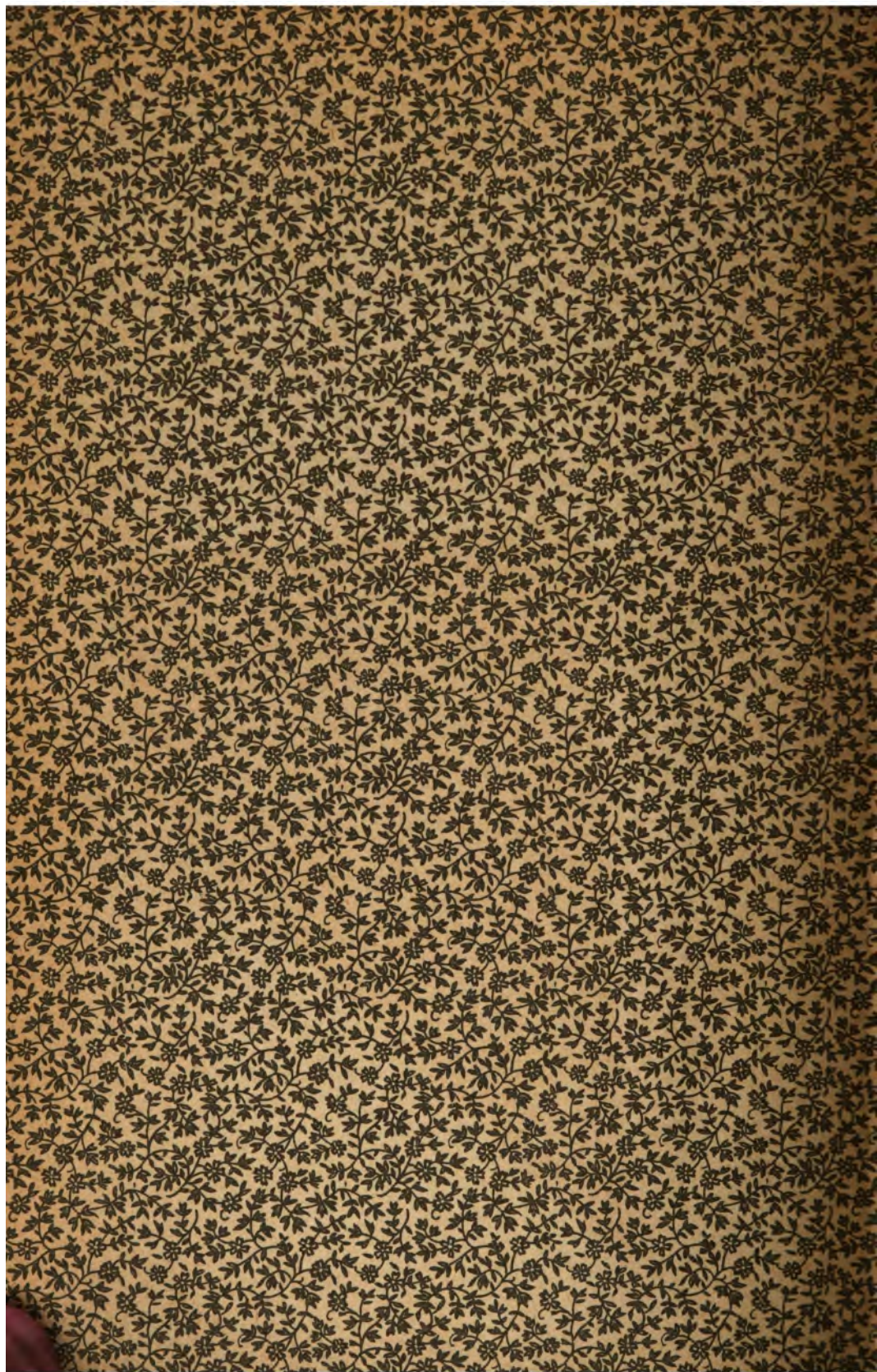


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